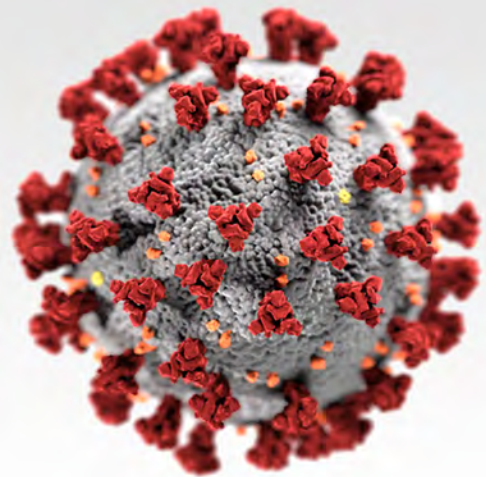


RESERVIST

Official Pub

ag zine



COVID-19

IN THE MIDST OF A GLOBAL PANDEMIC,
"ALWAYS READY" HAS NEVER BEEN
MORE TESTED OR REASSURING.



RESERVIST

Celebrating Our 67th Year!

Volume LXVII ≈ Issue 2 • 2020
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thereservist@uscg.mil

MAGAZINE

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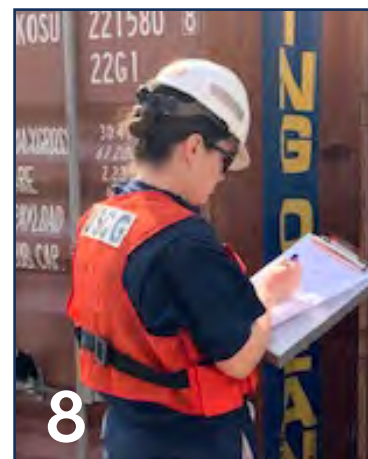
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On the covers

Front: This illustration, created at the Centers for Disease Control and Prevention (CDC) by Alissa Eckert and Dan Higgins, reveals ultrastructural morphology exhibited by coronaviruses when viewed under an electron microscope.

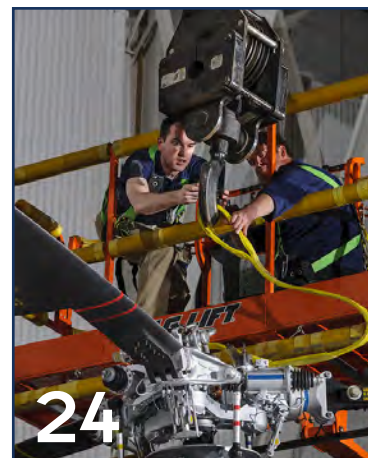
Back: A Coast Guard response boat, provides a security escort for the USNS Comfort arrival into New York Harbor, March 30. Photo by Petty Officer 2nd Class Cory J. Mendenhall



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THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON, D.C. 20593-0001

MAR 13 2020

To the Women and Men of the United States Coast Guard,

During times of uncertainty throughout history, the Coast Guard has consistently risen to the challenge of protecting the American people and our way of life. As our Nation and the global community confront the Coronavirus Disease 19 (COVID-19), our Coast Guard continues to perform critical missions that protect our national interests, promote economic prosperity, and ensure public safety.

I realize, however, that while you selflessly serve as a member of our Mission Ready Total Workforce, you are also spouses, parents, sons and daughters, and members of your local communities. We all have people we care about, and a responsibility to maintain both our individual and family readiness. Amidst this backdrop of uncertainty, an important word that is foremost in my mind is "resiliency." While the word has various definitions, I think of the following: the capacity to recover quickly from difficulty/challenge; toughness; elasticity, or the ability to bounce back. Through this challenging period, we must be resilient.

Your senior leadership team is committed to the operational readiness of the Service, and our ability to balance the health and safety concerns of our extraordinary workforce. While COVID-19 has global impact, it demands local actions. I am empowering commanders to tailor their approach to best meet mission needs while taking care of our members and their families/loved ones. This approach rightfully places great trust in the judgment of our leaders, and in their ability to govern with common sense. If you find that your ability to conform to normal work patterns is significantly impacted, communicate up your chain of command.

While this virus may be new, the Coast Guard's skilled and practiced response to all threats is not. **THIS IS WHAT WE DO.** We surge our resources, we focus our efforts, we take care of each other, we adjust as conditions require, and above all we remain calm. Emergency management expertise and a disciplined approach to contingencies are part of our organizational DNA and will successfully navigate us through the uncertain days ahead.

Coast Guard leadership is working closely with [CDC](#), [DHS](#), and [DOD](#) leadership, and we have established a Coronavirus Coordination Team (CCT) at Coast Guard headquarters to think ahead of COVID-19 challenges, and address issues as they arise. Informed by the expertise of our Chief Medical Officer, the Deputy Commandants for Operations (DCO) and Mission Support (DCMS) will strive to keep you informed so that you can remain confident and calm while performing our critical work and tending to your personal circumstances. Rest assured, our policy and human resources experts are working hard to develop guidance on issues important to you such as leave, telework, TDY and PCS policies. It is your responsibility to stay alert and aware, and to be ready to adapt your work routine should the need arise. I recommend you visit the following website frequently for guidance and general information related to coronavirus efforts: <https://www.uscg.mil/Coronavirus/>.

While we don't know how long the effects of COVID-19 will endure, I assure you that we will continue to maintain situational awareness and plan for potential impacts. The American public counts on us to remain "Always Ready" to defend our nation, safeguard our citizens, and facilitate our economy – just as we've done for nearly 230 years. This is why we serve!

Karl L. Schultz
Admiral, U.S. Coast Guard

RESERVIST MAGAZINE

FROM THE EDITOR

I remember when the coronavirus first hit, and I was thinking how glad I was that we had just wrapped the previous issue at the beginning of March.

Trying to wash anything my kids touched, coordinating work-from-home schedules, sharing childcare and teaching responsibilities with my husband, navigating the unknown... it took a toll, but at least the latest issue of the magazine was out.

I was happy I'd scheduled my ADT for around late March, as I do every year, but not as happy as my command, who was thrilled to have me show up during such a busy, uncertain time.

When I was working on the Coast Guard's coronavirus website—writing articles for it, writing the FAQs that you might have read—it felt good to have a hand in something that was providing help. The effect of having a finished product at the end of the day, having made a little progress in something, it just felt cathartic in a way.

But I know I'm one of the lucky ones who still got to go to work when all this was happening. I know many readers who didn't, who had their drills and ADT canceled without a clear plan for rescheduling, and are still reeling from the effects. And when you add to it the complications from the glitch with the hard stop in Direct Access on scheduling or changing drills after May 1... we've just been thrown, collectively, for a loop.

In fact, one petty officer I interviewed for one of the stories in this issue told me, "I don't even remember how to be a reservist anymore."

It does feel like a confusing time.

One thing that remains the same at a time like this is how relevant the Reserve is, how needed we are. And the thing that makes us, as reservists, shine is our ability to adapt to the unknown. To show up to a role during coronavirus and know it's not the first time we've been called to serve in an unfamiliar role, and we adapted and succeeded.

This is not our first rodeo!

We're used to things being out of place, doing things with half the information. In fact, I saw a few jokes about the rest of the Coast Guard trying to telework under conditions that reservists experience EVERY TIME we log in remotely.

Welcome to the dark side, shipmates.

But, a rising tide lifts all boats, and there's a lot of good on the horizon. If you read our admiral's View from the Bridge column on page 6, you'll see there's actually a lot of much-needed change coming down the pike. I'm really excited for the FlexPal.

In the meantime, keep your masks handy and stay tuned as we navigate these waters together.

Anastasia Devlin
Editor-in-Chief

RESERVIST MAGAZINE

FROM OUR READERS



No reservists at this unit. Yet.

Good morning,

I was e-mailing you to wonder what we needed to do to stop our subscription of "The Reservist" magazine, we do not have any reservists at our unit. I would rather these issues go somewhere where they can be utilized properly. Any information would be greatly appreciated.

Petty Officer 1st Class Robert Walsh, USCG
Station Neah Bay, Wash.

Good morning, Boats.

I appreciate the message, and I hear where you're coming from, but to tell you the truth, a copy of that magazine goes out to every sector and station in the Coast Guard. Same for every cutter, even though there's definitely no reservists on cutters either.

So just hear me out for a minute, if you'll humor me...

I know you might not be a reservist, or have any at your unit, but a lot of Coast Guard reservists started out as active duty once, even as cuttermen. (In fact, in my 11 years on active duty, I hardly ever saw a reservist either.) While we know we don't hang onto every Coast Guardsman until they retire, sometimes, when they leave the service for a civilian career, they lateral right over into the Reserve. Sometimes, that magazine is their first realization that we even HAVE a Reserve, that it might be an option for them.

Might even be the only reason they get access to affordable health insurance or a retirement pension, you know?

So, you could round file it, but... if you could throw it on the messdeck or whatever for people to review when they've got nothing else to read, well hey, I'd appreciate it.

You yourself might be a lifer, but hearing about the USCGR could be helping out a third-class petty officer who leaves to go to college, but wants to maintain a connection with the Coast Guard.

Thanks for the consideration, and let me know if you want 25 more copies. (I'm totally kidding.)

Bravo Zulu!

When I enlisted in 1958, the newsletter was a 8½ x 11½ mimographed sheet of paper. The Reservist has come a long way, and I look forward to each issue. Around 1980, as a member of Reserve Unit 05-145, Wash. D.C., I was the first enlisted person to qualify as a watchstander at the Coast Guard Headquarters National Response Center, manning phone to respond to [oil spills]. The value of reservists was finally acknowledged because it freed up newly commissioned ensigns to be reassigned to duties more appropriate to their rank.

Bravo Zulu.

Petty Officer 1st Class E.J. Duffy, USCGR (ret.)

Just a quick note to let you know how spectacular the Reservist magazine is now. When I joined (a long time back) the magazine was just basically not much of anything. Now, so professional, WOW!

Chief Petty Officer Susan Hanlon USCGR (ret.)

Thanks, Chief! You make our day. It's a privilege to put together these issues so we can honor our fellow reservists. There's so many good people, and so many stories.

COCOM secret

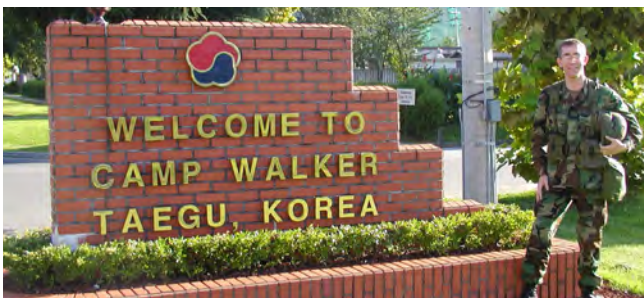
I really enjoyed the article co-authored by Capt. Hiigel and Grenier on COCOM Coast Guard units. I've often thought Coast Guard duty at one of DoD's COCOMs was one of its best kept secrets. I did four years at USTRANSCOM (2004-2008), and it remains one of the best reserve assignments I ever had. It provided me a unique opportunity to work with true professionals in the Coast Guard Reserve as well as our DoD colleagues from the Army, Navy, Air Force, and Marine Corps.

I was really able to see the broad spectrum of what our national security structure engaged in on a daily basis at the strategic and operational levels, heightened by the fact that the war in Iraq (Operation Iraqi Freedom) was at its height as was the conflict in Afghanistan (Operation Enduring Freedom). One thing I walked away from upon departing USTRANSCOM was the high degree of professionalism constantly displayed by our colleagues in arms.

I spent a few years in the Army Reserve and National Guard (1984-1990) before making the switch to the Coast Guard, so I was able to see the huge change that had come about within DoD, especially within the Army, which I am most familiar with.

COCOM duty also came with some exceptionally unique opportunities such as the chance to deploy to the Republic of Korea for a two-week exercise, Ulchi Focus Lens, in August 2005. I used to joke I'd always wanted to go to South Korea when I was in the Army and had to join the Coast Guard to get there!

Capt. David L. Teska, USCGR (ret.)



[Then] Lt. Cmdr. David Teska was deployed to Camp Walker in Daegu, South Korea, in August 2005 for exercise Ulchi Focus Lens.

You nailed it: the COCOM assignments are one of the best kept secrets in the Reserve. My husband was stationed at CGRU SOUTHCOM and spoke highly of the assignment and the opportunities. Thanks much, sir, both for the great feedback and for your service.

Ribbon wrangling

I was assigned to the 2nd Coast Guard District from 1967 to 1998 in reserve status. I can't identify this ribbon. I did not find [it] on the Coast Guard ribbon chart. The middle bar is blue, then white, then Coast Guard orange, then black, then white, and then black. There is a gold border around the ribbon. Can you give me your opinion? Enjoy your articles in the Reservist. Thanks.



CWO4 Taylor C. "Gus" Berry, USCGR (ret.)

Good afternoon, sir, glad to hear you're enjoying the articles as much as we enjoy writing them! As for the ribbon, it's the Department of Transportation Outstanding Unit award. In 1994, Sec. Federico Pena issued the Secretary's outstanding achievement medal to the entire organization. The ribbon was framed and issued to personnel at the time as a unit award.

TRICARE for life

This was a letter received by our friends at the Long Blue Line magazine for Coast Guard retired community:

I have come across several Coast Guard retirees, and retired members of other services, who are unaware of TRICARE for Life. I have guided those I come in contact with about TFL. The topic has come up on some of the CG Veteran Facebook pages and other websites, most of the time they are looking for a supplement to Medicare. It seems that many are not aware that they become eligible for TRICARE at age 60, and TRICARE for Life at age 65. This is especially true with Reserve retirees; they may have been told about it years ago when they were [in the] service, but as time went on, they forgot about it, or possibly were never told. I have found some who already have supplemental insurance and not aware of TFL.

I think we have got to do a better job of getting this information out to members as they near the age of 60 and 65, I am not sure how we do it but it seems to me it would not be too difficult to get age information on retirees from PPC. When I turned 60 I elected to take TRICARE Standard and drop the coverage from my civilian employer, the 80/20 coverage and maximum out-of-pocket was better than I had. I was also able to retire and take Social Security at age 63 because I have the TRICARE coverage.

I saw in the Long Blue Line TRICARE is explained on page 50 but kind of mixed up with Medicare. There is a retiree council being set up here in Louisville, K.Y., which I plan to be active in. This is one topic I plan to bring up and work with but wanted to bring it to your attention first.

Lt. Leslie Allen, USCGR (ret)

Excellent advice. Retired service members have many benefits, and Tricare for Life is just one of them (which I intend to use myself when the time comes!). For more information on Tricare for Life, please visit: www.uscg.mil/retiree and click on the Retiree Community Benefits tab.

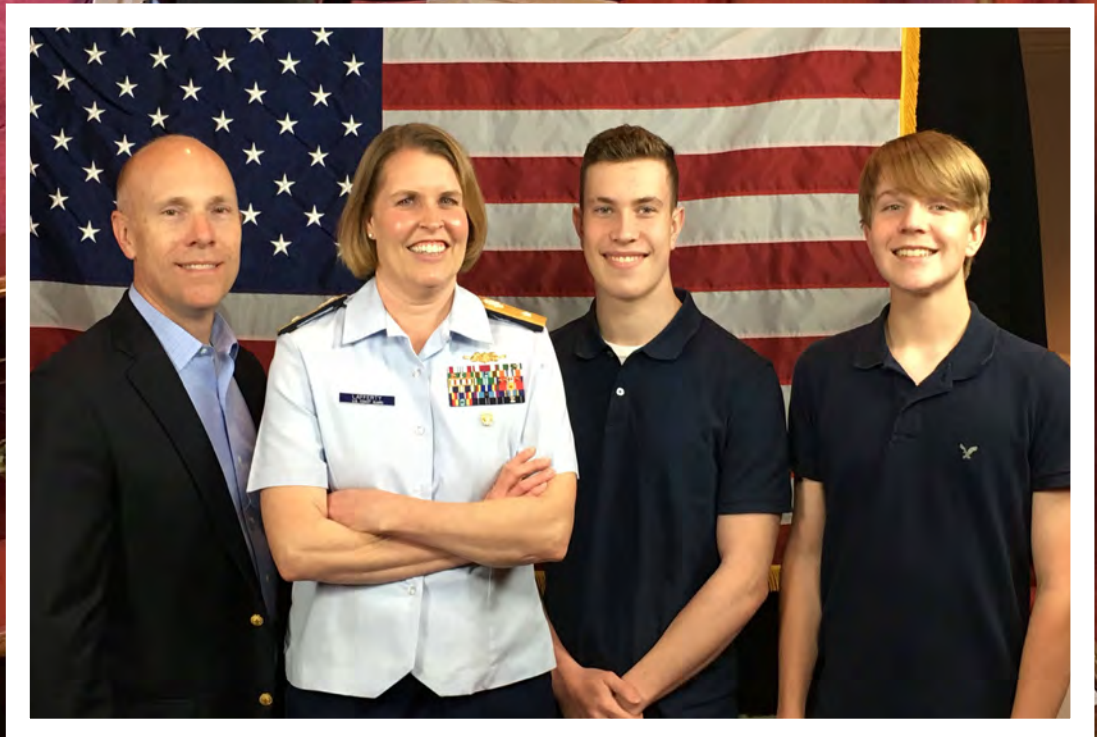
UP FRONT



Real History Made Virtually

Capt. Miriam Lafferty is promoted to the rank of rear admiral lower half April 1, in Concord, N.C. Vice Adm. Scott A. Buschman, Atlantic Area Commander, virtually presided over the promotion and administered the oath of office. Lafferty's husband and two sons placed her new shoulder boards during the ceremony, which was held in her church.

(U.S. Coast Guard photo)





RESERVIST MAGAZINE

THE VIEW FROM THE BRIDGE



Rear Adm.
Todd Wiemers

Assistant Commandant
for Reserve

"The difference is this: we're playing in the arena, not reading the scores the day after. We're playing the game, which makes us much more responsive to opportunities that present themselves. And this is the kind of integration that we need to maximize Reserve effectiveness in accomplishing Coast Guard missions."

Wow. What a world we're living in right now.

When we sent the last edition of *Reservist* to the printer in March, we never could have imagined the situation we'd be in three short months later. Before COVID-19, we never conceived of things like remote drilling or meeting and conducting training via video conference.

We took something that could have been debilitating for the service and found new ways to make things work. Granted, we're still learning how to operate under these conditions, but we're doing it. We know people still have concerns about safety, their families, their work environments, and their careers. We know some of us have lost loved ones, jobs, and an overall sense of security about the world. Saying this is an incredibly difficult time is an understatement, but we're an adaptive organization, and we're always ready.

Even during these trying times, the Reserve remains essential. Last month, an all-Reserve boat crew from Station Cape Disappointment stood the watch when their unit was going through tough times following the loss of a shipmate. They went to work when their unit needed them. Even in a district that was a hot spot, the reservists at Cape D showed real devotion to duty.

They're not alone. We know so many of you want to get out there and do your jobs, that's just a fact; we know there's people chomping at the bit to get back to normal. Reservists *want* to work.

But safety is always going to be our number one priority.

Slowly and, more importantly, safely, the Coast Guard is beginning the process of returning more people to the workplace to ensure seamless operations. This includes the Reserve. The service's return to the workplace will bring back all aspects of the Coast Guard workforce together.

I'm personally excited to see more folks return to the workplace so I can return all of my focus to my primary duties as the Assistant Commandant for Reserve (CG-R). I've been double-hatted as Deputy Commandant for Operations-Deputy for Operations Policy and Capabilities ever since Rear Adm. Meredith Austin deployed to the Department of Health and Human Services in February. While much of my work lately has been COVID-19-related, I've still got my eye on CG-R staff projects.

It's hard to believe that June marks the one-year anniversary for CG-R, and I couldn't be prouder of what we've accomplished. I have to say, we've come a long way since that meeting in Phoenix last summer.

First, our budget has increased for the first time in many years, and it's planned to continue to increase in the near term to support the accession and training of our authorized strength of 7,000. Our leadership is taking a hard look at organizational priorities, and they're integrating the needs of the Reserve Component into their decisions from the start.

Second, we've broken the mold for how we manage the personnel allowance list, and we will be rolling out FlexPAL around September 1. What was just a concept in the past was brought to the forefront during the Reserve End Strength Action Team and agreed upon by the Vice Commandant for execution. When fully implemented, it'll be easier to serve closer to home for more reservists than ever before.

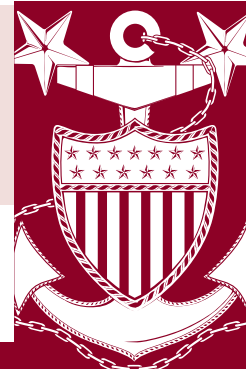
Another great change: in April, the billet for the Master Chief Petty Officer of the Coast Guard Reserve was moved to be a permanent part of the MCPOCG's office, further aligning Active and Reserve leadership.

All these accomplishments are products of being at the table with the operational folks. This move to CG-R put us in a better place to showcase the ways the Reserve can support operations. We're speaking the same language now. When we hear the needs from our partners in the DCO community, we can volunteer the right level of support.

The difference is this: we're playing in the arena, not reading the scores the day after. We're playing the game, which makes us much more responsive to opportunities that present themselves. And this is the kind of integration that we need to maximize Reserve effectiveness in accomplishing Coast Guard missions.

I'm excited for what the next year is going to bring. COVID-19 or not, the Reserve has always shined brightest when faced with adversity. Your adaptability is invaluable and very much appreciated. Thank you for your service and your dedication. Together, we remain

Semper Paratus.



Remember the power in a positive example.

There's nothing quite like seeing someone doing something right. I get to see those examples in action, and hear about the impacts, nearly every week. I'm humbled and inspired by the tremendous examples of my Reserve shipmates, witnessed over the past 30 years of my career. I'd like to share a few observations with my reflections.

Once I had enlisted, company commanders at Training Center Cape May, N.J., set the conditions that resonated throughout all my assignments. On our uniforms, there's no difference between the Active and Reserve components, unless that mark is earned. I quickly realized this over discussions with fellow recruits as we adapted and learned critical lessons to make us ready, to support disparate duty stations, to begin learning our trades. We all wore the uniform, had the same fears, experienced the same excitement about the challenges ahead.

Only upon advancement to second class petty officer, newly reported to the Marine Safety Detachment in Baton Rouge, Louisiana, would the value proposition of our Reserve be best understood. At the time, under the focus of Team Coast Guard, Reserve commands nationwide were disestablished, integrating reservists into local Active commands. Ours was no different, really, but for the leadership by my command, which set the vision of an optimized Team, enabling us to leap through the stages of storming, forming, norming... into performing.

Our reservists set the standard, in both technical capabilities and mission capacity. Unlike active duty folks who rotate routinely, the real *krewe* of Baton Rouge, Louisiana, were the reservists who had lived in, worked in, and knew everyone up and down the Mississippi River, across the Atchafalaya Basin, and darn near everywhere in between. I earned five marine safety qualifications during this assignment, all credit to observing their positive examples.

Following 9/11, as our country, our military, and our Coast Guard responded, the Reserve led the way with years of activations and recalls to duty under both Titles 10 and 14. Again, I experienced the power of positive examples while assigned (beginning in 2003) to the Marine Safety Office in Anchorage, Alaska, with reservists training, equipping, and operating our security teams, both shoreside and waterside all around Alaska. During the long hours on watch, on both local and distant deployments, Devotion to Duty was eminent. As the unit's command senior chief, my life was made all the easier with the integration within our Chief's Mess, providing both Reserve and Active perspectives.

These lessons (among many more) formed my work philosophy of, "Take care of the crew who will take care of the missions." My personal philosophy parallels this: "Take care of yourself; take care of each other."

As a new master chief petty officer, I was assigned to Sector Boston in 2006 where I was more than ably mentored by Command Master Chief Jack Downey. He often said, "Do the right thing, the right way, at the right time, for the right reason." With his 40-year career, under both Reserve and Active enlistments, he truly was a force to be reckoned; the example to others.

These past two years, as Command Master Chief for the Director of Operational Logistics, I've had the honor to serve with and work for Shipmates, both Active and Reserve, across our Nation. I tend to ask myself two questions: "Is what I'm doing effective?" and "Can it be more efficient?"

Not every day do I find that I can answer these affirmatively, but, by beginning with this thought, I have found more success than not. And over the past couple of years, following hurricanes and wildfires, around the Great Lakes or along the Southwest Border, during steady-state or contingencies, and now, especially during our pandemic response and recovery, my shipmates continue to provide powerful, positive examples.

This summer, as I transition from military status to that of an exceptionally proud veteran, I do so humbled and privileged to have served alongside those shipmates from both Active and Reserve, so many of whom provided positive examples. My challenge to you is stay focused on the positive, be the example. This can be truly powerful.

Take care of yourself. Take care of your shipmates.

Semper Paratus.



**Master Chief Petty Officer
Sean McPhlamy**

**Command Master Chief,
Director of Operational Logistics**

"Our reservists set the standard, in both technical capabilities and mission capacity. Unlike active duty folks who rotate routinely, the real krewe of Baton Rouge, Louisiana, were the reservists who had lived in, worked in, and knew everyone up and down the Mississippi River, across the Atchafalaya Basin, and darn near everywhere in between."



RESERVIST MAGAZINE

AROUND THE RESERVE



The reservists answering the call at Station Cape Disappointment, (l. to r.) Petty Officer 1st Class Daniel Morrissey, Petty Officer 1st Class Phillip Deuchle, Chief Petty Officer Brady Vanderpol, Petty Officer 3rd Class Alex Wilson, and Petty Officer 3rd Class Kasandra Perdew. Photo courtesy Station Cape Disappointment

Reservists answer the call at Station Cape Disappointment

Chief Petty Officer Brady Vanderpol got a call early one Sunday morning from the executive petty officer of Station Cape Disappointment in Ilwaco, Wash. The unit had just experienced the loss of a shipmate, and the command needed to give the crew some respite.

"He said, 'Is there any way you can get a crew of reservists together?'" said Vanderpol, a Cape D reservist for the last six years. "He knew that it would be helpful to have some familiar faces around while they processed things."

The chief, a stay-at-home dad who works part time at a brewery, made quick plans to take his kids to their grandparents. Working with his Reserve Force Readiness Staff officer, Vanderpol began making calls until he had a crew of five who could take leave from their jobs in construction, manufacturing, security, and law.

"Our RPA [Lt. Brendan Rogers] really went to bat," said Vanderpol. "He managed to get everyone to commit funds and get orders by that evening. First thing Monday, a few of our guys had to go into work to wrap things up [with their civilian jobs], but we were all at the station Monday afternoon with orders in hand, activated within 24 hours."

The reserve crew took over the station's 29-foot boats while the neighboring Motor Lifeboat School took over the missions that would require the 47-foot boats, and the nearby sector took the communications watch.

Over the next two weeks, Vanderpol and his crew—comprising two coxswains, two boarding team members, two boat crewmembers and one boarding officer—executed search and rescue cases, conducted boardings when required, and completed the station's normal patrol schedule. The crew spent more than 40 hours underway over their time at the station and directed training toward additional qualifications.

"We only sent certified people down, because we knew we'd be running a minimal crew, but we got a lot of our currencies done, and one of our break-in coxswains completed half of his [tasks]," said the chief. "With our [two weeks of] ADT this August, he should be making coxswain."

Station Cape Disappointment posted their appreciation for their reservists on social media: "Thank you BMC Brady Vanderpol, ME1 Phillip Deuchle, BM1 Daniel Morrissey, ME3 Kasandra Perdew, and BM3 Alex Wilson for being here and helping us out the last few weeks. We couldn't have done it without you!"

Vanderpol said his crew was glad they could be there for their shipmates.

"This was an opportunity we don't normally get," said Vanderpol. "I'm a big proponent of being on the same team, and when your team needs you, you go and 'make it work.'" ≈



Dropping in

Photos courtesy Lt. Sean O'Laughlin

Active and reserve members of the Sector Columbia River Boarding Team conducted a vertical delivery boarding on an inbound container ship Feb. 21 via an HH-60 Jayhawk helicopter.

The reservists normally complete around 50 boardings per year on behalf of the Sector, but depending on the sea state at

the bar, occasionally the boardings are more easily and more safely conducted via vertical delivery, or V-DEL.

On those drill weekends, when there's a V-DEL request, reservists make up half the six-member boarding team. With enough notice of arrival, the reservists on the boarding team can work out their training schedule around actual boardings.

"We wanted to do [vertical insertion boardings], and they wanted to involve us," said Lt. Sean O'Laughlin, a member of the sector's boarding team. "By augmenting the active duty, they don't have to do as many boardings so you're not wearing out your crew. But based on the positive working relationship between active and reserve members, we had a unified vision toward supporting each other for mission success."

O'Laughlin said having reservists on V-DELs is rare, but rewarding to both sides of the partnership between reservists and active duty members. He said special thanks and appreciation goes to Petty Officer 1st Class Craig Miller, an active duty member of Sector Columbia River who spearheaded the partnership and invested time ensuring the reservists got the training they needed.

Joint V-DEL training began in May 2018 to prepare for missions like this one, and continues today. ≈



The Sector Columbia River Boarding Team prepares for a V-DEL boarding Feb. 21. From left to right, Petty Officer 2nd Class Destiny Henderson, Petty Officer 2nd Class Elliott Gould, Petty Officer 1st Class Lee Gilliam, Petty Officer 1st Class Colin Russell, Petty Officer 1st Class Pete Smith, and Petty Officer 1st Class Milton Brelsford. Gilliam, Russell, and Smith are three of the Reserve members of the Sector's boarding team who integrate with active duty members to conduct vertical delivery boardings.

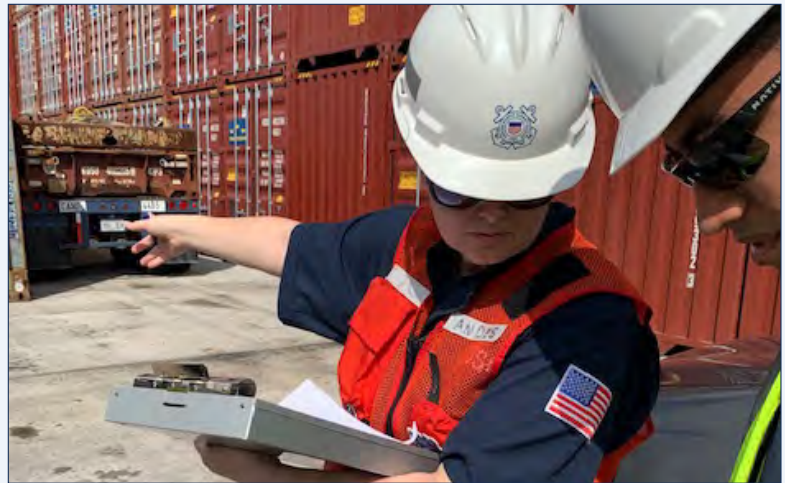
One of the team

Photos courtesy of Lt. Ydania Matos, Sector Miami

Petty Officer 2nd Class Grace Andes, a reservist at Sector Miami and a qualified container inspector, was part of a team of active and reserve members on the Sector Miami Inspection Team as they completed facility and container inspections at the King Ocean Terminals in Port Everglades Fla., March 5.

Port Everglades is the leading container port in Florida and is ranked as the tenth busiest container port in the nation. As part of the team, Andes completed the necessary documentation for about 20 containers inspected that day.

Andes, who operates a children's after-school science program in her civilian career, has been a Sector Miami reservist for the last five years. She is currently on active duty orders in support of the Coast Guard's response to COVID-19.



Sector Northern New England reservists welcome USCGC *Eagle* to New Hampshire

Story and photo by Cmdr. Frank M. Stapleton

Last August, Sector Northern New England reservists, active duty and Auxiliary members, as well as various port partners, prepared and executed an extensive plan to safely facilitate the Coast Guard Cutter *Eagle's* port call to Portsmouth Harbor, N.H., during Sail Portsmouth's five-day-long event. The team established and enforced a special local regulation during the Parade of Sail on the Piscataqua River, providing a safe buffer between the national icon and hundreds of pleasure craft.

To further acquaint regional partners and dignitaries with the grandeur of the tallship, the team coordinated three 47-foot motor lifeboats to embark more than 90 guests for the river transit as an exuberant community of thousands lined the waterfront to catch a glimpse of the historic cutter's arrival. While *Eagle* was moored at the State Pier, team members conducted harbor patrols and security details to ensure the safety of the *Eagle's* crew and the members of the visiting public. The *Eagle's* visit coincided with the service's 229th birthday, making for an extraordinary public affairs opportunity, and the crew of the vessel hosted over 10,000 spectators; the largest turnout for a public event in recent Portsmouth history.

"*Eagle's* visit to Portsmouth, with several thousand daily



visitors, requires management just like any major incident," said the sector commander, Capt. Brian J. LeFebvre. "We're grateful for the participation and leadership our Reserve team demonstrated throughout the ship's visit, and we're extremely proud of the professional manner in which they represented our Coast Guard."

Displaying superb planning, operational skills, resourcefulness and dedication in the execution of its duties, the team significantly increased the Coast Guard's visibility, port presence, and service to the port community and public. ≈

Coast Guard Reserve JAGs mobilize to support DHS immigration court backlogs

Story and photo by Lt. Cmdr. Mario Fernandez

Four Reserve Judge Advocates recently answered the call to provide in-court litigation support for the unprecedented surge in migrants crossing the Southwest Border. Mobilized from July 2019 until February 2020, RJAGs assisted Department of Homeland Security's Immigration and Customs Enforcement attorneys by appearing in immigration courts and handling a large volume of immigration cases. They were detailed to ICE Office of the Principal Legal Advisor (OPLA) field locations in Texas, Illinois, Florida, and California as Special ICE OPLA Trial Attorneys (SIOTAs). The RJAGs represented the government in immigration removal proceedings before the Department of Justice Executive Office for Immigration Review. Their cases included removal proceedings against criminal aliens, terrorists, and human rights abusers.

Lt. Stanley Kabzinski, a reserve staff attorney at the Eighth District Legal Office, was detailed as a SIOTA in Conroe, Texas, where he represented the government in immigration removal proceedings. He had previously been activated in support of Deepwater Horizon and Hurricane Harvey, but he said that his work as a SIOTA was very different.

"Appearance in immigration court was unlike any legal support role that I have previously held in the Coast Guard," said Kabzinski.

He said SIOTAs were immediately impactful, quickly assuming a steady caseload and a place in the duty rotation. Kabzinski added, "Preparation is key to the successful execution of the mission; that never changes."

Lt. Cmdr. Gim Kang, a reserve attorney at the First District Legal Office and a civilian employee at the Coast Guard Academy, also recognized the distinct nature of the detail.

"The deployment was intense," said Kang. "The mission was very different and came with its own unique challenges."



Lt. Cmdr. Gim Kang prepares for a hearing before the Executive Office of Immigration Review in Chicago.

Lt. Pamela Tirado, a reservist on orders at the Marine Safety Detachment in Port Canaveral, Fla., said she appreciated the opportunity to work alongside a DHS partner agency. Tirado was detailed as a SIOTA at an OPLA Orlando, Fla., field office.

"It was a great experience working with a sister component and eye opening to see how differently they do everything even though we're part of the same agency," said Tirado. "I worked for a great office that treated me as one of their own and taught me invaluable lessons that I can now apply to my civilian career as an attorney."

The RJAG program was conceived out of lessons learned from the 2010 Deepwater Horizon Oil Spill, when the demand for legal services was extreme, and reserve attorneys were mobilized extensively throughout the response. RJAGs prepare for and deploy to a broad range of contingencies and incidents. ≈



For more information about joining RJAG, contact Cmdr. Lineka Quijano, or the author, Lt. Cmdr. Mario Fernandez.



Students and their instructors at the conclusion of the inaugural 2017 Contingency Preparedness College. Left to right, back row: Paul Martin, Lt. Chris Shih, Lt. Steven Dross, Lt. Megan Mervar, Lt. Courtney Hanson, Lt. Jiah Barnett, Mr. Jerry Bynum. Front row from left: Cmdr. Suzanne Rainwater, Lt. Cmdr. Ian Brosnan, Nic Samonte, Mr. Ben Perry-Thistle.

Sector San Francisco's annual Contingency Preparedness College enriches incident response & management qualifications

Story and photo by Lt. Cmdr. Ian Brosnan

Meeting the mission requirements for incident response and management is one of the four priorities for the Reserve component. However, these are not stand-alone functions. They are founded in preparedness and contingency planning, which covers developing plans, organizing and equipping people, training personnel, conducting exercises, and incorporating learning from past experiences.

The incident response and management qualifications that reservists pursue are enriched by exposure to preparedness and contingency planning. Consider, for example, how the effectiveness of reservists activated to respond to a catastrophic oil spill may be improved if they are familiar with the Area Contingency Plan and its contents, have helped to exercise it, and have met the agency partners and stakeholders participating with them in the response. Fortunately, the Coast Guard provides a straightforward structure for reservists to delve into preparedness through the Contingency Preparedness (CP) competency and its associated personnel qualification standard.

The CP PQS is nearly 70 percent knowledge-based, which means that a training investment equivalent to a single drill weekend can provide a significant return in terms of advancing qualifications. Recognizing this, the port security specialists at Sector San Francisco initiated an annual Contingency Preparedness College with a curriculum that covered all of the knowledge-based tasks. The college was open to both active duty and reservists in the San Francisco Bay area. Students received detailed instruction on each task, and they demonstrated mastery of the subject in daily exams. Context and depth came from interaction with the instructors, who brought decades of preparedness experience.

Completing the practical PQS tasks, which make up approximately half of the remaining tasks, required participation in exercise planning and execution, ready-for-operations inspections, program administration tasks, and community stakeholder meetings. Some of these activities can be challenging for reservists to complete. However, they typically occur on a regular battle rhythm and are on the calendar months or years in advance. As with many qualifications, a little flexibility, creativity and proactivity enables reserve member participation. The remaining PQS tasks are online, self-paced ICS courses and, for reservists, the Homeland Security Exercise and Evaluation (HSEEP) Course, which can be delivered in-person or via webinar. For officers, once the CP PQS is completed and the competency recorded, only three online ICS classes separate them from qualifying for the Contingency Planning Officer Specialty Code (OAR-18).

Even if the CP competency and officer specialty code are not attained, value accrues simply by completing the required classes and knowledge-based tasks, which put incident response and management activities in their historical, national, and local context. The knowledge and experience gained are also relevant for officers considering assignments to the planning elements of DoD's Combatant Commands. Additionally, several of the required online ICS classes can be credited for retirement points (check the latest EBDL list for eligibility). Pursuing the Contingency Preparedness competency is a worthy effort, and, as demonstrated by the port security specialists at Sector San Francisco, a dedicated college can be an effective means of quickly advancing reserve and active duty members towards qualification. ≈

For more details on Sector San Francisco's Contingency Planning College, please contact Paul Martin at Paul.R.Martin@uscg.mil.



CAMPAIGN TO RETAIN

Given the challenges posed by COVID-19, preserving the Coast Guard's mission ready total workforce has never been more important, nor more challenging. Especially for those in critical enlisted ratings and officers in critical specialties, there are opportunities to continue service and carry out our Coast Guard missions. If you're planning to leave the Service, we understand your situation may be different today than when you decided to separate. If you are rethinking your decision, please contact your Assignment Officer soon to maximize your options. You might be surprised at what your Assignment Officer can make happen for you.



Critical Ratings and Specialties:



- **Officers:** Aviators, Engineers, Inspectors, C5I, and Cyber Officers.
- **Enlisted:** BMs, CSs, MEs, MKs, OSs, and YNs, as well as ETs with weapons systems qualifications.
- **Reserve:** The Reserve Component is actively looking for junior officers of all specialties and junior enlisted members of all ratings.

Enlisted members and officers in the critical ratings and specialties:



- If you intend to RELAD or TEMPSEP this year from the Coast Guard, contact your Assignment Officer to discuss opportunities for continued employment with the Coast Guard. Let us discuss with you if there is a need and how we can help to retain your service.
- If you are retiring in the summer of 2020 and would like to consider canceling your voluntary retirement, the service may have a need for your continued service also. Do not hesitate to initiate this discussion with your Assignment Officer.

Enlisted members and officers, NOT in a critical rating, yet desiring flexibility:



- If your plans have changed but you still desire to separate, we are ready to discuss flexible career opportunities and options—from pushing back your separation dates to extending Service contracts. Any members willing to consider a change in rating, either in the active duty or reserve components, should reach out immediately to Personnel Service Center.
- For more information, please contact your Assignment Officer soon to maximize your options.



STAY INFORMED DURING CORONAVIRUS (COVID-19):
<https://www.uscg.mil/coronavirus>



Reservists in the International Port Security (IPS) Program

Story by Lt. Cmdr. Diana Harris, LANT-51

In the aftermath of 9/11, the Coast Guard engaged in the largest port security operation since World War II, recalling over 2,800 reservists and deploying 55 cutters, 42 aircraft, and hundreds of boats to establish port and coastline patrols. Port security related operations increased from two percent of Coast Guard activities to 56 percent of operations by the end of September 2001. One of the smallest, but arguably, most important international security operations the Coast Guard implemented was the International Port Security Program.

The program was established in 2003 through the Maritime Transportation Security Act of 2002 to assess foreign ports to determine if they have effective anti-terrorism measures. The goal of the program was to reduce the risk of terrorism to U.S. ports and ships and, ultimately, to the maritime transportation system globally. Using the International Ship and Port Facility Security (ISPS) Code as a benchmark, teams from the IPS Program travel to ports all over the world to assess the effectiveness of their anti-terrorism measures. They share their observations with foreign government officials and U.S. embassies.

The IPS Program engages with 145 foreign nations in conducting port facilities assessments, capacity building efforts and reciprocal engagements. Responsibilities over these countries are split between four IPS offices—Coast Guard Atlantic Area in Portsmouth, VA, Atlantic Area Detachment in Alameda, Calif., Activities Far East in Japan, and Activities Europe in the Netherlands.

Since the IPS Program's establishment, reserve members have played a critical role in the program's success. Working seamlessly with their active duty counterparts, they developed IPS Program policy and conducted foreign port security assessments. Today, reservists continue to contribute to IPS and its missions in many ways.

"Reserve officers have successfully done every job we have in the IPS Program, from capacity building, to liaison officer, to assessments," said Peyton Coleman, head of the IPS Program. "Their contributions have been invaluable."



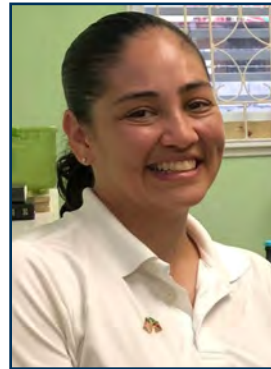
Cmdr. Don Davis joined the IPS Program in 2017 and, as the liaison officer section chief, he oversees all the liaison activities of 32 countries in the Western Hemisphere and provides insight to senior leadership on mitigation recommendations for port facility security measures. He also partners with the Organization of American States, a regional organization bringing together

What was your most salient experience in the last year?

How did your reserve experience prior to IPS prepare you for working here?

“As a reservist, you have to be ready to take advantage of

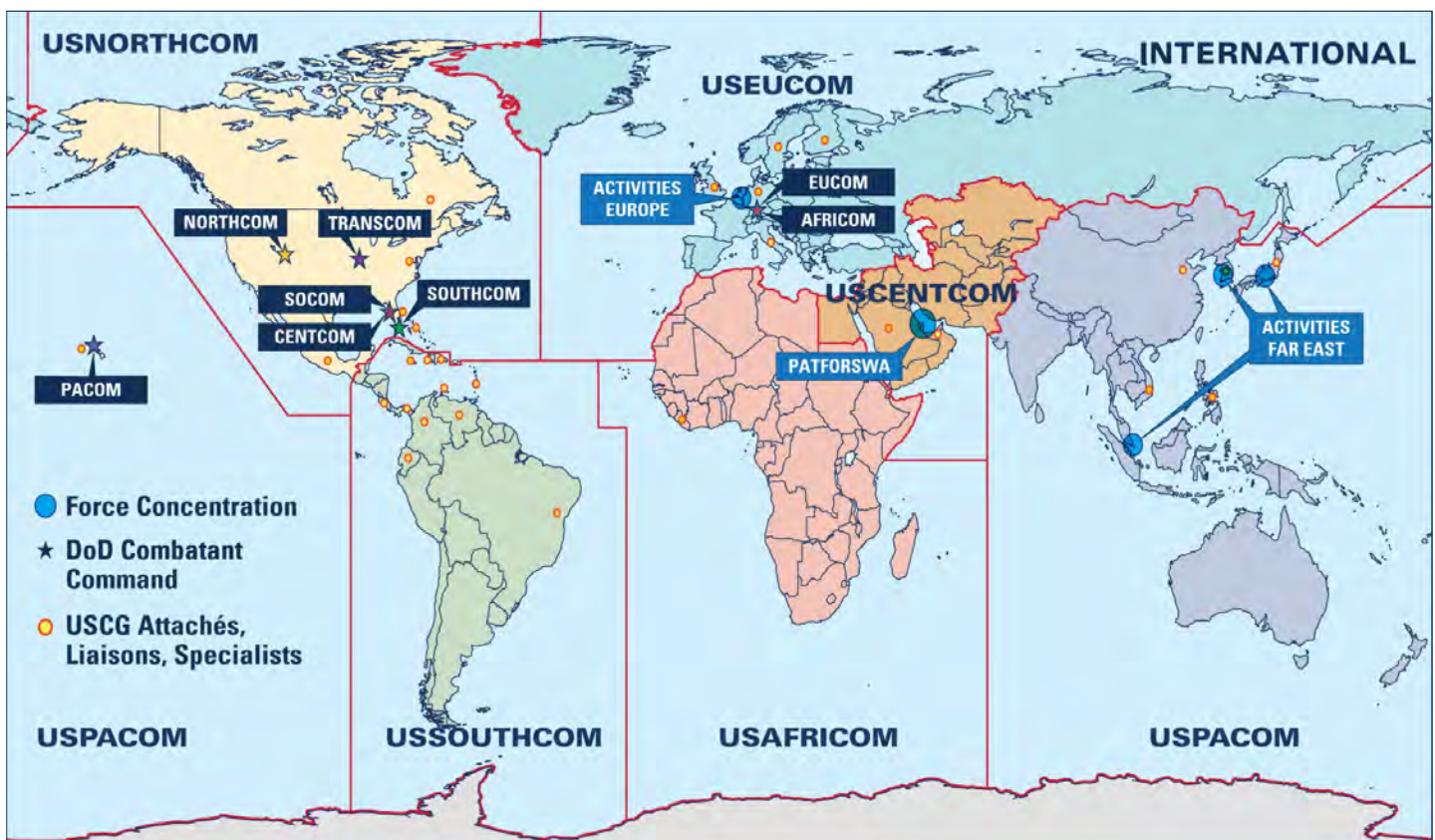
those unique opportunities when they present themselves. You never know when a SELRES assignment or mobilization will lead you to a life changing experience like being part of the IPS Program.”



Lt. Cmdr. Harris joined the IPS Program in 2019. As a liaison officer and assessor, Harris is the primary conduit between Coast Guard assessment teams and nine foreign government port security authorities in the Western Hemisphere: Antigua and Barbuda, Barbados, Dominica, Grenada, Guyana, St. Kitts and Nevis, St. Lucia, St. Vincent and the Grenadines, and Suriname.

What was your most salient experience in the last year?

“During my trip to Guyana, I got to witness first-hand how influential we, the IPS program, really are in improving port security. The Director General of Guyana’s Maritime Affairs formally recognized Cmdr. Davis for his two-year effort and close collaboration with Guyana’s Maritime Administration in improving their port facility security measures, in particular, sparking the establishment of their port facility security officer committee. Prior to that, Guyana was on the verge of



The international force laydown of the U.S Coast Guard.

being placed on the port security advisory, which would have significantly increased U.S. Coast Guard security boardings as well as induced economic hardships to Guyana. Now, Guyana is not only effectively meeting the ISPS code, it's leading the way for the rest of the region. This was especially inspiring, as I'm taking over in his footsteps."

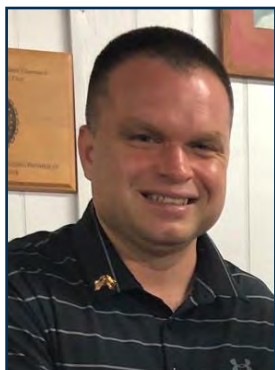
How did your reserve experience prior to IPS prepare you for working here?

"I was one of the many reservists brought on to augment the active duty to ensure port facilities were effectively implementing the newly promulgated MTSA 2002 regulations. In 2004, I qualified as a safety and security facility inspector, and I had the exciting opportunity to train and lead reservists and active duty members to inspect facilities in the Hampton Roads area. This assignment opened the door for many other active duty opportunities, including becoming a Reserve Program Administrator (RPA) and working in the IPS Program."

ASSESSMENTS

LCDR John Garr

Lt. Cmdr. Garr joined the IPS Program in 2018. As an IPS assessor and a head of delegation, he travels throughout the world and oversees IPS Program delegations to ensure the success of country assessments. He leads team discussions with each country's designated authority and U.S. Embassy representatives to ascertain security vulnerabilities and share best practices in enhancing security measures.



What was your most salient experience in the last year?

"My most meaningful experience has been the opportunity to collaborate and build relationships with U.S. embassy and foreign partners, to help implement effective anti-terrorism measures throughout the world."

How did your reserve experience prior to IPS prepare you for working here?

"My 10 years of prior reserve experience definitely helped pave the way for the opportunity to serve in the IPS Program. These different reserve mobilization experiences helped me to learn skills such as maritime security, effective communication and collaboration, training and instruction, crisis management, interagency cooperation, international affairs, and team leadership. Each assignment at MSU Savannah, Deepwater Horizon Oil spill, U.S. Northern Command, CG-8, Special Missions Training Center, and Sector North Carolina played an important role in my development. Without these varied reserve experiences, I would not have gained the foundation or confidence needed to work on the international stage."

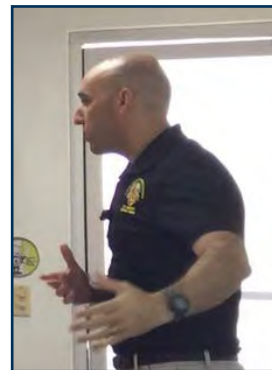
CAPACITY BUILDING

LCDR Edward "Tom" Ayoub

Lt. Cmdr. Tom Ayoub originally joined the IPS program as an active duty member in 2016 and returned to the program in 2019 as a drilling reservist. As a member of the Capacity Building team, he traverses the globe from the South Pacific to the Middle East, working towards improving port security and foreign relations by conducting capacity building seminars on various port security related topics.

What was your most salient experience in the last year?

"My most memorable experience was being hosted by the Qatari leadership at their "cottage" in the desert outside of Doha the last evening we were in Qatar. It was a posh mansion complete with an outdoor pool and a zoo. Our team was able to discuss the ongoing cooperation between our countries in the realm of port security while enjoying Middle Eastern cuisine and seeing animals unique to the area, such as camels, and birds, such as falcons. During our meal I tried out my fledgling Arabic with the family elders who spoke no English, and I was awarded the honorary strip of goat meat for my efforts! It was an awesome experience that blended our mission with cultural appreciation and further ingratiated our program to the leadership of Qatar."



How did your reserve experience prior to IPS prepare you for working here?

"While this is my first tour as a reservist, I am able to carry over my previous prevention and IPS experience to members of my team. Being a reservist has opened my eyes to the fact I can bring things I learn in my civilian job to help strengthen Coast Guard missions. Building friendships, partnerships, and relationships between agencies and departments is integral to our success, and the Coast Guard Reserve is the perfect tool to foster such cooperation."

LT Alisa Richardson

Lt. Alisa Richardson joined the IPS Program in 2019. As a Capacity Building team member, she facilitates port security collaboration by guiding discussions related to port security, emphasizing the importance of ISPS code implementation, security awareness, training, drills and exercises to government and industrial stakeholders.



What was your most salient experience in the last year?

"Bringing my family with me to St. Vincent for a Capacity Building engagement with IPS. It was an experience we'll never forget. It took a little extra effort and coordination to have my young daughter join us, but it was worth the memories. The Vincentians left such a positive impression on us: the hospitality we experienced at the hotel, the friendly people we met while transiting to a neighboring island, and the support we received from the local Coast Guard and maritime industry. Not only did I get to share my training and exercise skills with them, they provided me insight into Caribbean culture, tourism, and the importance of security in the cruise industry. It was a wonderful trip that left us wanting to return, but only on a yacht next time!"

How did your reserve experience prior to IPS prepare you for working here?

"My reserve experience prior to IPS was primarily with small marine safety units, which parallel the close-knit communities of Coast Guard units in the Caribbean, which we engage with frequently, both on an individual basis and as a group within the Organization of American States. There are not a lot of people, resources, or extra time, it seems, at places like these, especially if the maritime community is vibrant. However, the upside is that people rely on each other to do their part in remaining vigilant and well-trained for the most pressing needs and vulnerabilities. The degree of accountability is higher as everyone is actively involved. The scale of the local Coast Guard contingent is often relatable to me."

Scott Wolland

There is also another hidden reserve gem in the IPS Program—Scott Wolland. He serves as the chief of the Capacity Building Section for IPS, but Wolland is also a reserve commander and the executive officer at CGRU Joint Staff South. As a section chief for IPS, he coordinates the Coast Guard's global port security capacity-building and technical assistance program for U.S. maritime trading partner nations. He has led security assessments in over 60 countries as a head of delegation. As an experienced reservist himself, he mentors his reservists in their professional development while carefully balancing their drills and active duty with a demanding overseas travel schedule.



What was your most salient experience in the last year?

"In IPS, we are fortunate to have some amazing experiences such as last year when my temporary duty mission to Egypt allowed me to visit the Great Pyramids of Giza and the Sphinx. But the most challenging and rewarding experience last year was my trip to Bangladesh. Unfortunately, our schedule didn't allow the opportunity for any sight-seeing or other cultural experiences but working closely with their team of dedicated maritime security professionals and being able to partner at a high level with government officials and port authority personnel was something I won't soon forget. Working in the international arena and in a cross-cultural context is often just rewarding in and of itself, but it's a real honor and privilege to represent the country and the Coast Guard as we collaborate overseas."

How did your reserve experience prior to IPS prepare you for working here?

"There really is not much that can prepare you for the truly unique challenges and opportunities of the IPS Program. At least from a technical perspective, I had been working the domestic port security problem set for a while so that was not new. Fortunately, I also had the opportunity for an active duty tour at HQ when the program was first created before I transitioned into my civilian position with the program here at LANTAREA. Being flexible and adaptive is the best quality you can have doing this job." ≈

Interested in joining the IPS Program as a reservist?

From time to time, there are active duty opportunities in the IPS Program. Message solicitations are posted at <https://www.dcms.uscg.mil/General-Messages/ALCGOFF/>. Reservists should submit a mobilization e-resume in Direct Access.

For more information on the IPS Program, visit <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/International-Domestic-Port-Assessment/>.

Strengthening the OSC path

Officer specialty codes (OSCs) demonstrate expertise in a Coast Guard career track. They are specific to each officer and are dependent on their Coast Guard training and experience. Reserve officers have a more limited range of OSCs they can qualify for, but in the IPS Program, those choices are even more limited due to the nature of the IPS Program's international mission.

Last April, Lt. Cmdr. John Garr, a reservist with 23 years of Coast Guard experience and new member of IPS, realized that the two OSCs required for IPS reserve and active billets [(CG-OAP14 (Port and Facility Safety and Security) and/or CG-OAP10 (Operations Ashore – Prevention))] didn't have a pathway for attainment within the IPS Program. The reason for this was that the port safety and security OSC did not account for the international facilities inspection experience gained while assigned to the IPS program—an oversight that was making it hard to attract qualified candidates.

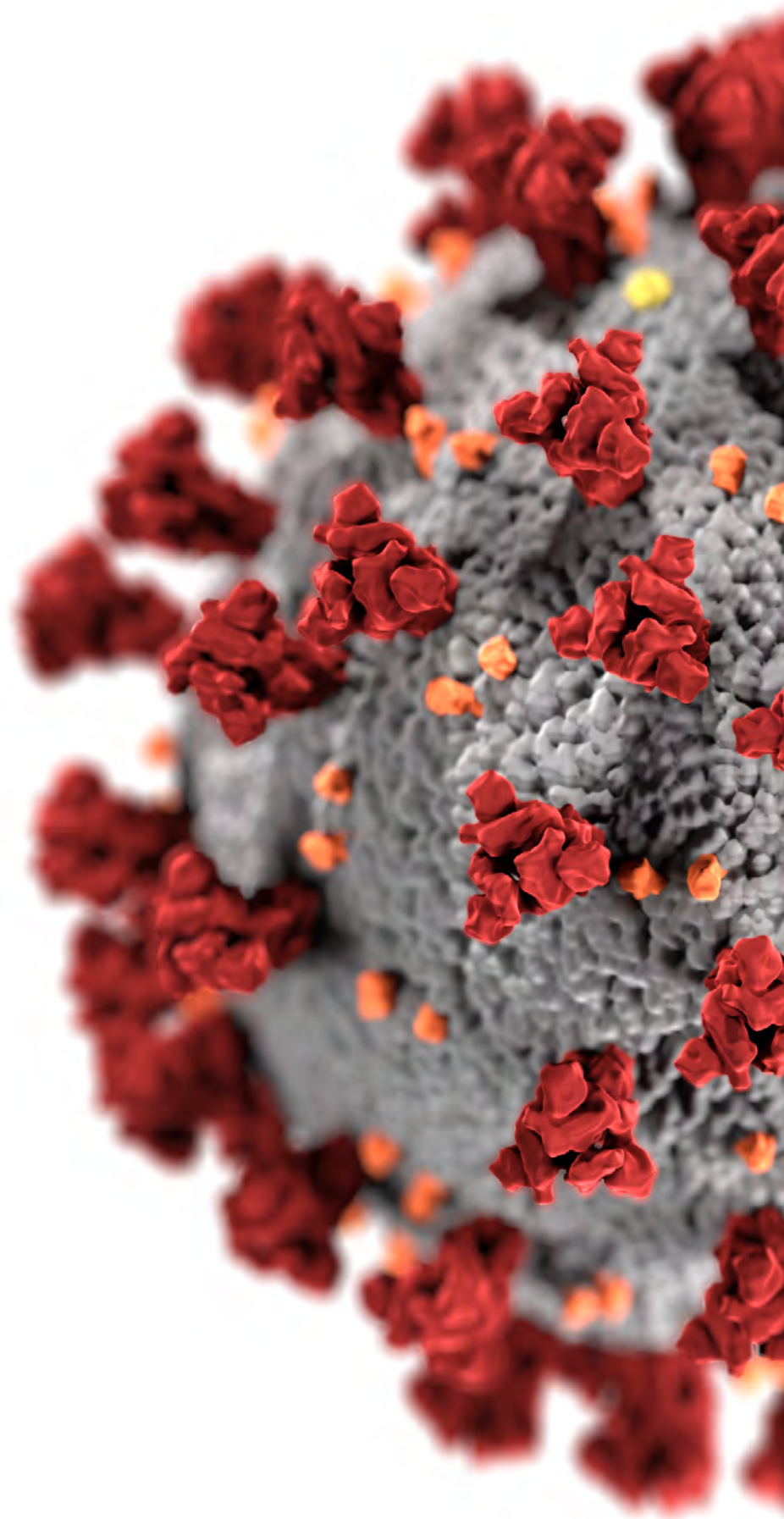
In addition, the lack of opportunity to attain these OSCs made it more difficult for officers to compete for promotion into significant jobs, like sector inspections division chief or chief of prevention.

"Many IPS staff have expressed appreciation and already started to pursue the new OSC opportunities," said Garr.

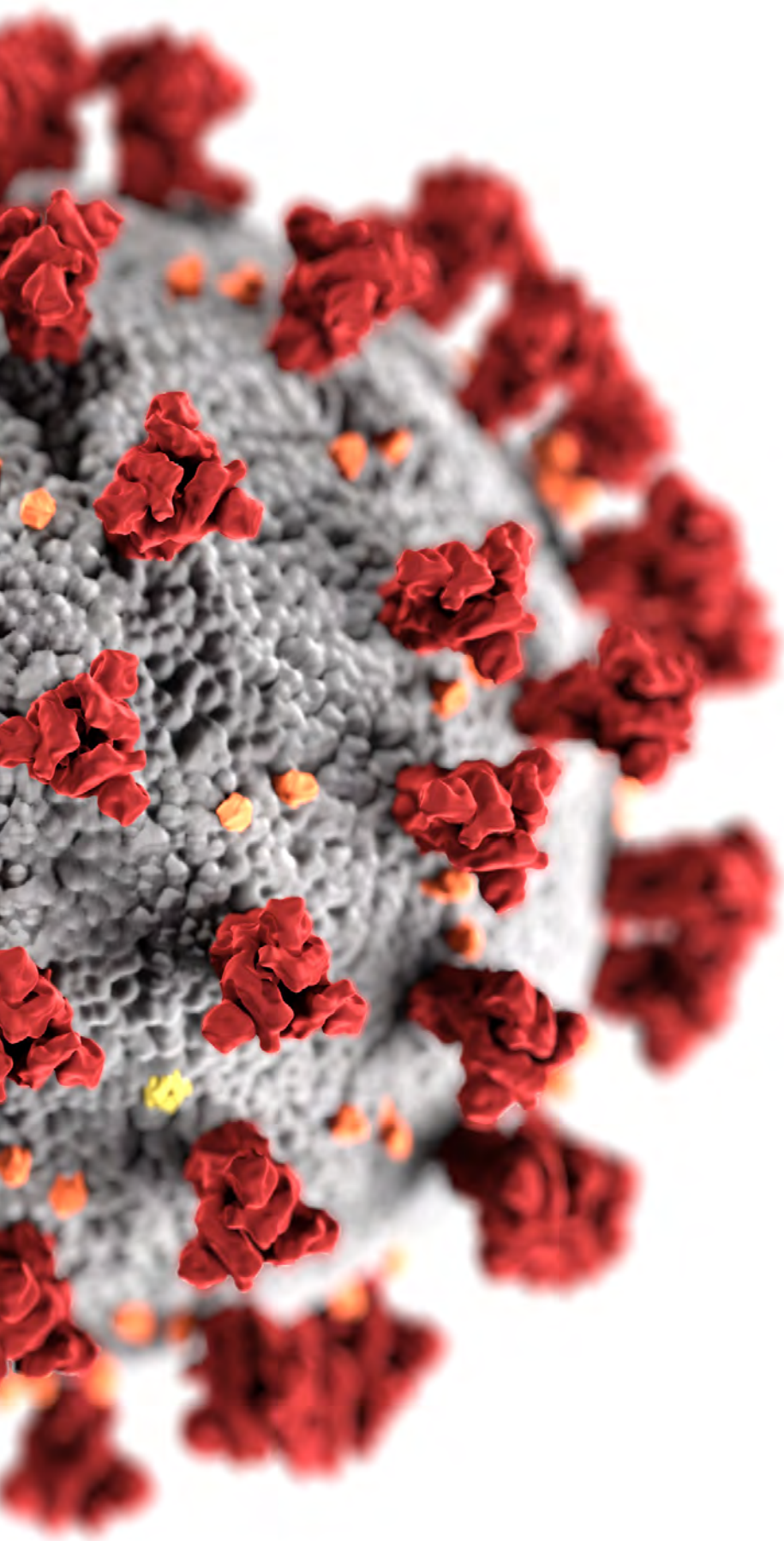
Garr worked with numerous IPS shipmates to propose new prerequisites for the port safety and security OSC, advocating for change and collaborating with senior leadership within the overseas commands IPS interacts with, as well as Atlantic Area and the Officer Evaluations Branch at Coast Guard Headquarters. These senior commands voiced their support for the change.

"Our reserve officers do an outstanding job conducting foreign port security assessments" said Cmdr. Kevin Morgan, deputy of the IPS Program. "This change was a priority because it gives our IPS officers a chance for continued professional growth." ≈

COVER STORY



This illustration, created at the Centers for Disease Control and Prevention (CDC) by Alissa Eckert and Dan Higgins, reveals ultrastructural morphology exhibited by coronaviruses. Note the spikes that adorn the outer surface of the virus, which impart the look of a corona surrounding the virion, when viewed electron microscopically. A novel coronavirus, named Severe Acute Respiratory Syndrome coronavirus 2 (SARS-CoV-2), was identified as the cause of an outbreak of respiratory illness first detected in Wuhan, China, in 2019. The illness caused by this virus has been named coronavirus disease 2019 (COVID-19).



COVID-19

IN THE MIDST OF A GLOBAL PANDEMIC,
"ALWAYS READY" HAS NEVER BEEN
MORE TESTED OR REASSURING.

STORY BY ANASTASIA M. DEVLIN

Coast Guard crews, along with New York Police Department and New York Fire Department assets, provide a security escort for the USNS *Comfort* arrival into New York Harbor, March 30.

Photo by Petty Officer 2nd Class Cory J. Mendenhall



NAVIGATING THE UNKNOWN; RESERVISTS CITE ADAPTABILITY AS CRUCIAL TOOL IN COVID-19 RESPONSE

With the advent of the coronavirus crisis, the United States has been experiencing unprecedented levels of unemployment, but for some Coast Guard reservists, they've actually been called back to work—in their reserve capacity—as a result.

Jobs in ICS, public affairs, healthcare, logistics and management of all kinds have presented themselves, and the Reserve has responded.

More than 300 reservists have been recalled to serve, and many others have taken voluntary orders to plus-up the service in ways that, while needed, sometimes don't require the use of the competency or rating in which they've been trained. Here are just a few of their stories.

At the top of the list was Capt. Kirsten Trego, who, as a reservist on extended active duty at Coast Guard Headquarters, was ideally positioned to contribute. She was picked to be the Deputy Commandant for Operations (DCO) lead, paired with the Deputy Commandant for Mission Support (DCMS) lead, an active duty member named Capt. Thomas Remmers.

"I call myself a utility player, because I'm able to do a lot of different things," said Trego, who comes to the team with experience in waterways, oil spills, arctic operations, planning and prevention, as well as two tours as a sector senior reserve officer. "Reservists have to be plug and play."

Established in the leadership at the top of the Deputy Commandant for Operations command cadre, Trego had been part of briefings regarding the maritime nexus of the

presidential proclamations restricting travel. As the operational tempo increased, Trego received a call that she'd been handpicked to lead the Coast Guard's Coronavirus Crisis Action Team (CCAT).

"I was in the right place at the right time, which is how my career has gone—the right opportunities have always presented themselves."

But as operations ramped up, Trego spent 100-hour weeks dedicated to adapting Coast Guard policies to both equip the field and guide their response. Practically living at her office in headquarters, she didn't see her family for a month. The work was intense.

"We're the coordination point for all things COVID," said Trego. The CCAT has issued more than 50 documents containing new systems, policy and guidance to the field for operations in the time of coronavirus.

"The toughest thing is the many unknowns about the virus, and therefore the national posture and having to react quickly," said the reserve captain.

"I'm proud of the willingness and enthusiasm shown in this uncertain time, when our Coasties have stepped up and tackled this head on, showing their bias for action, their ingenuity," said Trego. "It's incredible how the team has come together and how willing they are to work with each other. It's been impressive."

Trego, as well as many other reservists interviewed, said there's no training for something like this. But ironically, their background as a Coast Guard reservist is what gave them the

experience they needed for the job.

Lt. Cmdr. Mike Gulla, a reservist from Sector Northern New England in Portland, Maine, normally manages interventional radiology for Brigham & Women's Hospital in Boston. He was recalled to work at the Vermont Department of Health on behalf of the Federal Emergency Management Agency.

"I've been in healthcare my whole career," said Gulla. "When this covid stuff came around, they were looking for a planning section chief, and my hospital already had people working from home. I saw I could do some good here."

Gulla, who was qualified as both a planning section chief and a liaison officer, took a 30-day contract in April to help Vermont adapt to the ICS structure in order to support the state's response to the coronavirus. He saw early on that applying a heavy ICS strategy would not help the state response.

"Rigid roles weren't serving us," said Gulla, "We needed a hybrid mode; we needed to bring the health department along and get them comfortable with the ICS structure, rather than falling back on their titles from their normal jobs."

Gulla served as both the planning section chief and as an ICS mentor to the incident leaders, helping to keep relationships straight and communication lines clear as they revised their emergency plans and figured out how to source supplies as a smaller state.

He said that although the lines were blurred between the organization's traditional day-to-day roles and those they'd assumed when they became part of the response, by the end of the first week, the tension began to dissipate.

"You saw the stress ease, burdens got lighter and morale got better," he said. "They settled into their roles as a team, and the people of Vermont have benefitted."

The 6-foot-4 Gulla has the laugh of a person who manages stress easily, partly due to his 25 years as an on-call firefighter for his hometown. He said his diverse background as a reservist (a stint in a PSU, time deployed to Iraq, and work at two sectors) helped him adapt to the Vermont response, providing small



Lt. Cmdr. Mike Gulla, a reservist from Sector Northern New England in Portland, Maine, in front of a Burlington, Vt., firetruck. Gulla was recalled to work at the Vermont Department of Health on behalf of the Federal Emergency Management Agency.

strategy alterations to a team of people who already have the internal drive to help their state.

"It feels nice to implement what you've always trained on," he said. "First you learn, then you do, then you teach. That's what I did here, and when I teach ICS, this is going to be one of my examples on how you have to stay flexible to achieve mission success."

Port Security Unit 311 also adapted their traditional training to support the coronavirus response. The unit, located at Base Los Angeles/Long Beach in San Pedro, Calif., is directly across from a minimum-security state correctional facility.

Lt. Cmdr. Todd Smith, the logistics officer for PSU 311, said they received a request for support from the correctional facility for a tent city because they were experiencing trouble spacing out the occupants.

The PSU brought in 14 reservists, as well as three full time members from the unit, to set up 10 tents and the accompanying equipment to support (air conditioners, generators, cots, etc.).

"It was a great operation for us," said Smith, who said that due to the coronavirus, the unit had to cancel March drills and restructure its drill weekends for April, and May. Though it was a little more difficult putting up tents while wearing masks, the reservists enjoyed the camaraderie.

"That's what I love about this unit—everyone was working together, laughing, joking, doing what we came to do," said Smith.

He said it was also what the unit trains for, no matter if it's halfway around the world, or in this case, just across the street.

"Part of our mission is to be self-sufficient as we deploy anywhere in the world in 96 hours. This was a great opportunity to do that. The members were glad to contribute, and it helps us better prepare for future missions."

Lt. Cmdr. Joshua Daubenspeck, a reservist from District 11, the southwest corner of the U.S., said



Members of PSU 311 stand in front of two of the 10 tents they constructed in response to a call for assistance from a minimal-security state facility located across the street from the unit.

his district received a request from FEMA for a liaison officer to the State of California and the FEMA Region IX Regional Response Coordination Center (RRCC) in Oakland, Calif. Since early March 2020, Daubenspeck and two other reserve officers, Lt. Cmdrs. Steve Neal and Rob Le Monde, were mobilized to fill the emergency preparedness liaison officer (EPLO) role.

They each served as the principal Coast Guard liaison to FEMA and other federal and state organizations to support the COVID-19 response across FEMA Region IX (California, Nevada, Arizona, Hawaii and the Pacific Islands).

They coordinated Coast Guard resources, contributions and support for the response to the global pandemic, focusing on the preservation of the Maritime Transportation System across California and the Pacific Islands.

"I've had the opportunity to work alongside a very diverse group of emergency management professionals from across all levels of government, said Daubenspeck. "[It's] been a great opportunity to strengthen previously existing working relationships and highlight the Coast Guard's critical partnerships within DHS and beyond."

In February, Lt. Cmdr. Charlie Epperson joined the Joint Artificial Intelligence Center (JAIC), a joint command chartered to accelerate DoD's adoption and integration of artificial intelligence. The command had requested a Coast Guardsman to lead a newly formed search and rescue line of effort within the Humanitarian Aid / Disaster Relief (HADR) National Mission Initiative (NMI). Epperson, a former Coast Guard program analyst and a civilian program manager of the U.S. Search and Rescue Satellite Aided Tracking (SARSAT) program, jumped at the opportunity to leverage artificial intelligence and machine learning to improve SAR.

Two weeks into his assignment, the pandemic became front and center for the JAIC. By mid-March, the JAIC had formed a cross function team, Project Salus, to provide predictive analytics to U.S. Northern Command, the National Guard, and FEMA. Epperson previously served as a liaison to the National Response Coordination Center, and leveraged this broad understanding of how large complex incidents are managed to serve as the user engagement with NORTHCOM and the NGB.

"I was on a strike team, so I have some experience working under the national response framework," said Epperson, whose normal reserve billet is at the Innovation Program at Coast Guard Headquarters. "It's good to have that background in interagency work, understanding the nuances of how FEMA uses mission assignment, how they leverage DoD for specific tasks, and how we fit into that."

His piece of Project Salus was user engagement—getting DoD members in the field to use the programs to help DoD support civil authorities. Epperson traveled to Kansas to work with governor's office to capture emerging information requirements to assist their State response efforts. This led to working with the

national food banks and food subsistence programs to identify where food shortages would exist among the most vulnerable populations, one of models developed by his team.

"Our task was to predict which areas would be hit harder, specifically what areas would experience shortfalls of resources, and where higher rates of infection or unemployment might exist," said Epperson. "Outreach to the larger retailers and grocery stores led our team to procuring retail data sources from a handful of companies that capture point of sale transactions across the U.S."

The Project Salus team worked with these sources to address chronic food shortages at food banks and pantries across America. They worked with AI data scientists to continuously develop predictive models to assist decision makers on issues, including impacts to nursing homes projections, DoD supply chain vulnerability, and virus progression down to the zip code level.

He also said his command is working with the U.S. Indo-Pacific Command to adapt their models to fit the needs of foreign partners.

After several months focused on the pandemic, Epperson and many of his colleagues shifted some focus back to their normal work, but they're keeping one eye on their COVID-19 work.

"I'll be doing both projects for the foreseeable future," he said.



YELLOW RIBBON REINTEGRATION PROGRAM: REDEFINING "DEPLOYMENT" IN THE AGE OF COVID

In about a third of the deployments in support of the pandemic, members are separated from their families for more than six months. Those are the deployments that come with the added benefit and support of the Yellow Ribbon Reintegration Program.

"We normally support reservists and families who are experiencing deployment [outside the country] for more than 90 days," said the Coast Guard's YRRP coordinator Lt. Cmdr. Veronica McCusker. "Typically, that means port security units, but now, we're talking about those who responded to the COVID-19 pandemic."

McCusker and her team of four host in-person, two-day seminar-style events for PSUs. With the restrictions on travel and contact, McCusker, who is, herself, a reservist on ADOS, transformed her program into a virtual one, bringing the speakers and information to the members via teleconference and social media groups.

"It's the first time the Yellow Ribbon Reintegration Program has ever been applied to domestic deployments," she said. "It's all the same information; it's just virtual."

The program includes three required classes and 15 optional courses on subjects like parenting at a distance, communications, and stress management. The YRRP hosted three live meetings via teleconference with guest speakers from the work life, chaplain, command master chief and ombudsmen programs.

McCusker reiterated the importance of preparing for separation so families don't feel left on their own, and members don't feel awkward reentering civilian life.

"Our main goal is increasing the resiliency of the Reserve through supporting them and their families during the deployment process," said McCusker. "It's about targeting what they need and what their families need so they can feel like they can concentrate on their mission." ≈



The evolution of training during a pandemic: reservists at Sector Corpus Christi, Texas, in February (left) and June, another example of reservists continued adaptability in mission-focused execution.

Cmdr. Rebecca Albert, a reservist at Coast Guard Reserve Unit Northern Command, was already working on active duty as the Coast Guard's liaison to the Navy's Second Fleet, when the U.S.N.S. *Comfort* called the unit requesting support.

Albert volunteered to be part of the advance team in the Javits Convention Center in downtown New York City—at the time, a well-known COVID-19 hotspot. In late March, she reported to the JCC to help bridge the gap between the hospitals requesting support and the staff on the *Comfort* who were supporting them.

Albert got used to the daily temperature checks and meticulous sanitary procedures, while at the same time, coordinating more than 400 patient transfers.

She shepherded the process from working with doctors to gain approval for the transfers, to working with the contracted transfer service, to navigating the dockside security procedures to get the patients on board without incident.

"It was a logistical nightmare—I got really used to answering my phone at all hours of the day and night," said Albert. "I got to know the medical operations on the ship, the people at the transfer points.

In a new, unknown environment, Albert began writing down the protocols and lessons learned, mapping out a standard operating procedure for these types of transfers—processes that were already complicated by an unknown disease and complex ventilator requirements.

For over a month without a day off, Albert and a fellow lieutenant commander, Brett Workman, worked on transfers to the *Comfort*. She said there were a lot of "3 a.m.-ers" – transfers that were easier to complete when hospital operations slowed down in the middle of the night.

Albert, who graduated the Coast Guard Academy in 2002, joined the Reserve in 2009. One of her more recent tours was with a Navy CORIVERON from 2012-2014, which she said was helpful for understanding inter-service operations. Likewise for the two years of experience at her current command, CGRU NORTHCOM.

Assignments in DOD combatant commands or in joint commands are colloquially known as "purple tours." These interservice opportunities help the services get to know each other's structures and strengths. Albert said her history of purple tours and 10 years as a reservist helped her integrate easily into the Second Fleet's operations at the JCC.

"We easily fall into that structure and know how to work with all the agencies," she said. "We're used to the response mentality. This is what we do. We get this."

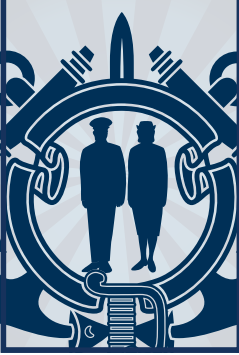
While the *Comfort* didn't handle the amount of transfers anticipated, Albert said she was glad to help the patients she could.

"It's like the starfish story," she said, remembering the ancient tale of a man throwing individual starfish back into the sea, knowing he couldn't help every one of them, but trying. "It wasn't the mass of patients that was anticipated, but I know about these patients; I can help these patients." ≈



Cmdr. Brett R. Workman, from Bethany Beach, Del., and Cmdr. Rebecca Albert, from Colorado Springs, Colo., work in the Javits Convention Center in New York City as liaisons transferring patients from hospitals to the hospital ship USNS *Comfort* (T-AH 20).

Photo by Mass Communication Specialist 3rd Class Keia Randall, U.S. Navy



Philly native named as 2019 REPOY

The Coast Guard is made up of members who bring their backgrounds, skills, creativity and individual talents to the mission of the service, united by the core values of honor, respect and devotion to duty. While the service has hundreds of outstanding members across all ranks, each year only two enlisted members are recognized for their excellence: one active duty, one reservist.

This year, Petty Officer 1st Class Joseph M. Curley, a Philadelphia native and police officer in the city of brotherly love, was selected as the Coast Guard Reserve Enlisted Person of the Year. Curley is a maritime enforcement specialist at Coast Guard Sector Delaware Bay and is part of a boarding team in Philadelphia where he conducts vessel boardings and antiterrorism force protection patrols.

Curley deployed to Joint Task Force Guantanamo's Maritime Security Detachment and participated as a member of Lighthouse Heritage. Curley and his team dedicated more than 2,200 hours to preserve a historic lighthouse and host 78 tours. He then returned to Sector Delaware Bay after serving back-to-back deployments to resume his leadership role on the Sector Boarding Team.

He completed four deep-draft and 11 routine boardings and supported two Customs and Border Protection operations.

"Any success that I've had in the Coast Guard is due to the awesome people I work with," said Curley. "I'm always trying to look for something new and try to have a good time doing it."

Before joining the Reserve, Curley served in the Army until 1993 when he decided to join the Coast Guard. While he serves in the Coast Guard Reserve, Curley's full-time job is serving the city of Philadelphia as a police officer, which he's done for the last 26 years.

Curley dedicates his time to volunteer and serve others. According to his shipmates, he is characterized by a determination to finish his team's mission. He takes every opportunity afforded to him and doesn't steer away from a challenge.

"He's always available and is consistently one to raise his hand and volunteer," said Lt. j.g. Adam T. Deussing, Curley's boarding team supervisor in Sector Delaware Bay.

On March 27, 2020, Curley received a phone call from Adm. Karl Schultz, Commandant of the Coast Guard, to

notify him on his selection and to also pass the news that he was being advanced to chief petty officer, a milestone in the career of any enlisted member.

"It was extremely humbling, and it hit me very much out of left field," said Curley. "It took some time to even grasp what was going on, and when it finally sank in, I just couldn't have felt more honored."

On May 1, Curley and his family and friends attended an online advancement ceremony where he had his chief anchors pinned on for the first time signifying his new leadership role.

Curley says he looks forward to becoming a leader in the Coast Guard as he becomes a chief and looks to inspire those around him.

"My advice for other reservists would be to look for different opportunities, look at deployments and try to cross-train with different units," said Curley.

The Coast Guard Reserve Enlisted Person of the Year is designed to recognize the exemplary men and women of the active and reserve enlisted workforce showcasing top performers that reflect the Coast Guard's core values. It's a distinct honor bestowed on a precious few that carries its impact down the chain of command and is felt up at the very top.

"Our service has been blessed with a large amount of talented individuals who have chosen the Coast Guard Reserve as a way to serve their country," said Master Chief Gee Williamson, Master Chief Petty Officer of the Coast Guard Reserve. "In determining candidates for this award, members are evaluated on a number of different qualities, measurements of their impact in the culture of the Coast Guard. Petty Officer Curley was deserving for his dedication to the Coast Guard and for his excellent representation of our core values while serving in the Reserve component. He has helped create great leaders, and ensured we continue down the path of excellence. Welcome to the Chiefs Mess, Chief Curley." ≈



Ready to Launch

Chief Petty Officer Bob Martin was already working at Kennedy Space Center in 2016 when he was offered a job—at Kennedy Space Center—but this time, working for the Coast Guard. Or, more accurately, for the Air Force and the 45th Space Wing at Port Canaveral, Fla.

"I didn't have to take a second breath," said Martin. I said, 'Absolutely.'"

While it was a jump from his civilian background in the financial world, the chief, a 20-year veteran, has served in the Canaveral area for the entirety of his career, most of it working for Station Port Canaveral, supporting shuttle launches from Kennedy Space Center.

When he first started his career working at the station, he was part of the unit's robust reserve staff that would surge during launch operations. As a boatswain's mate, Martin was part of the team staffing the eight or ten boat crews that provided security around the clock 72 hours before a launch. Around 2009, he became more involved in the process, taking on the role of logistics petty officer in support of launch operations.

But five years ago, Martin was hand-picked to be the Coast Guard's boots-on-the-ground guy at Kennedy, liaising with the Air Force on behalf of the captain of the port to ensure the external parts of the launch are just as seamless as the internal ones.

Last year, the number of launches almost doubled what it'd been the previous few years, and Martin said the Coast Guard can take on a variety of roles, depending on the type of launch operation.

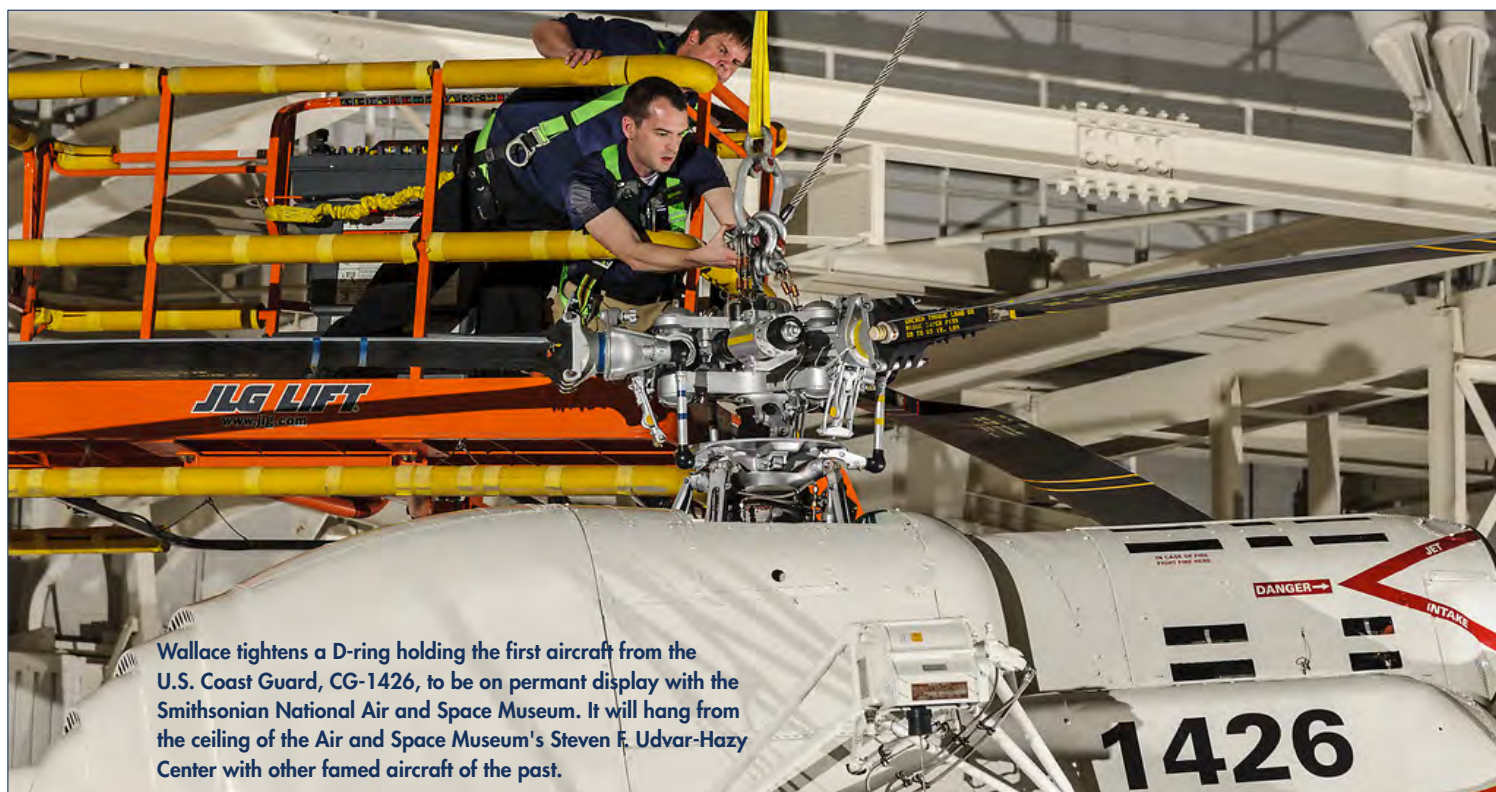
"The Coast Guard has the authority and jurisdiction in the marine environment," said Martin. "Our role is everything from



the safety and security broadcasts to ensuring we have capability in the event of a mishap, that we can have crews that will maintain a safety area, if that's required. If there's a high-profile launch, we can support with additional security."

He still maintains his coxswain and boarding officer qualifications at Station Port Canaveral, but he's signed up to do another year at Kennedy.

"Are you kidding? This is awesome," said Martin. "This is the only position in the Coast Guard that's assigned to space launch operations, I mean... wow." ≈



Wallace tightens a D-ring holding the first aircraft from the U.S. Coast Guard, CG-1426, to be on permant display with the Smithsonian National Air and Space Museum. It will hang from the ceiling of the Air and Space Museum's Steven F. Udvar-Hazy Center with other famed aircraft of the past.

Reservist with Smithsonian roots helps the National Coast Guard Museum take flight

When the Coast Guard teamed up with the National Coast Guard Museum Association to plan exhibits to display at their stunning new building in New London, Conn., what they needed was a curator who understood both sides—how to explain the Coast Guard's history, and how to draw eyeballs to exhibits.

Enter Anthony Wallace.

Wallace joined the Coast Guard in 2016 and jumped on a fast track. He completed the Direct Entry Petty Officer Training, boatswain mate A-school, and a nine-month PSU deployment within his first 18 months in the service.

He was excited to be immersed in the Reserve missions, but he missed his infant son, who was just three months old when Wallace left. Focus on his military career paid off, though.

"When I got back, all my signoffs for coxswain were done; I just needed a board and a check ride," said Wallace, who'd chosen to go the PSU because friends had told him that's where boat drivers would get a lot of stick time.

"I wanted to be underway as much as possible," he said.

Wearing the uniform was, in fact, a break for the Smithsonian macro-artifact expert.

Wallace had come to the museum system after several internships unlocked by his work toward a degree in history. As a kid, he'd grown up outside Chicago's O'Hare Airport, so a chance to work with the displays at the Smithsonian's National Air and Space Museum fit him just fine.

During one project, writing a classification and collecting system for the museum's pop culture artifacts, he learned he preferred the internships where he worked hands-on with the collections. The warehouses of artifacts, rows of ancient collections and historical objects fascinated him.

In another internship project, he worked on the Smithsonian's founding collection of botanical artifacts from the Charles Wilkes expedition in the 1840s. Wallace's job was to remount the precious 200-year-old plant samples, and he remembered the supervisors telling him that once he opened the cabinet to retrieve each specimen, he needed to step back and let the mercury settle for a few minutes before beginning work.

"I realized I never want to work in a cubical for the rest of my life," he said.

Wallace was hired by the National Air and Space Museum as a large artifact handler in 2008. There, he learned to drive tractor trailers, forklifts and cranes to move priceless artifacts. He's even hung Coast Guard helicopters from the museum's rafters.

Through friends he'd met working on his undergraduate degree, Wallace reconnected with another Coast Guard civilian who was working on the Coast Guard Museum, Heather Farley. She told Wallace the Coast Guard was looking for a curator for their new museum project.

The thought gave him pause, because while it would mean a temporary pay cut to switch to the military salary, work as a curator was intriguing.

"The position of a curator is very different at the Smithsonian compared to everywhere else," he said. "Curators are historians, they're academics, they write books, give talks, they have articles that get published. I didn't have any of that."

Still, Wallace knew his background would help the application process, and he interviewed for the job as a second-class petty officer.

As a museum expert, he was comfortable speaking with those in the C-suite, so he didn't let his rank get in the way, although others suggested that maybe he would feel more comfortable coming to work in a suit.

He laughed and said, "No, it's okay. Boatswain mates like telling people what to do."

Wallace got to work. With the narrative and the stories having been taken care of by the National Coast Guard Museum Association and other elements at Headquarters, Wallace's focus was which objects would be highlighted, and how, even silently, they could tell the Coast Guard's story to the visitors.

His boss, deputy director (and fellow reservist), Lt. Cmdr. Byron Dixon said, "We would have these meetings where he would suggest things in terms of exhibition or design — things no one thought of — but he did, because he's an expert. He sees things differently."

"We want to be on par with the other military museums," said Wallace. "We're small, but like Adm. Z[ukunft, former Coast Guard commandant] said, we punch above our weight class."

Wallace said as he brought his background to bear, the job ballooned into much more than object selection.

He coordinated with contractors, historians, and archivists to identify a thousand artifacts and more than 5,000 images to incorporate into the five-floor museum space. He reviewed hundreds and hundreds of pages of exhibit and content design to provide designers with recommendations. He even took the museum team on a tour of the current renovations at the National Air and Space Museum to showcase curatorial



The unveiling ceremony of the CG-1426 as a permanent exhibit of Smithsonian Air and Space Museum's Steven F. Udvar-Hazy Center.

procedures and best practices.

The petty officer became the voice for the museum, planning rotating displays, ensuring the entire Coast Guard workforce was represented, finding errors and working with the Historian's office to find original sources and correct inaccuracies.

"The Historian's office wasn't developed to create a museum from the ground up," he said. "We have eight historians compared to the other services that have between 10 and 40 times that."

He even enjoyed briefing senior leadership.

"It was funny, because I was the curator, but I'm also a BM2," said Wallace, "but that's what's advantageous about the Coast Guard. It doesn't matter what my rank is, or how long I've been in. And I realized that was what was missing from the museum. It was focused on assets, not people. But an asset only does what it does because of the individuals that make up the crew. We'll say, 'This cutter did this and this and this,' but it wasn't the cutter. It was the people on board."

Placing the emphasis on the people at the new Coast Guard Museum is Wallace's legacy there. Wherever he could, he included the rich stories and achievements of the people, past and present, who made the Coast Guard work — those who accomplished its missions, sometimes at their own peril.

Wallace said he was honored to bridge that gap, but he was also eager to get back behind the wheel at PSU 305.

He passed the curator baton when he left in April, and his command presented him with the Coast Guard Commendation Medal.

It was a rare award for his rank, but to say that the second-class boatswain's mate was doing tasks far exceeding his military paygrade would be an understatement.

The Coast Guard Museum is set to open in 2024. ≈



Wallace oversees the loading of the original Starship Enterprise into an exhibit in the Smithsonian Air and Space Museum.

Blood's Oath

Story by Petty Officer 3rd Class Michael Clark

Dusti Blood is more than an intriguing name.

As both a Coast Guard reserve officer and business professional, Dusti Blood is a woman who is respected and admired for propelling progressive change, challenging the status quo and inspiring others to do the same.

A strong work ethic garnered Blood significant praise as the Puget Sound Business Journal recognized her with the 2019 Women of Influence award.

Hundreds of individuals from across the greater Seattle region were considered for this accolade, but only a select few were honored as “women within the business community who have the authority and power to move the needle in their business, are respected for accomplishments within their industries, give back to the community, and are sought out as respected advisors and mentors within their field of influence.”

Blood's professional achievement, her inherent desire to serve others and her ability to inspire progress have proven evident throughout her field of influence.

Even though the information systems industry is predominantly occupied by males, Blood has not been deterred from achieving her professional goals.

“Industry research, shows there is a glaring lack of women,” Blood said in an interview with PSBJ, “so, while working full-time, completing a second master's degree, I also pursued the industry's top certifications to help increase my knowledge, credibility and experience to be more well-rounded and respected as a technical leader.”

Blood was also pregnant with her third child while completing her second master's degree — a challenge Blood would not recommend.

Having obtained the highest levels of technical skill and proving her hunger for achievement, Blood now works as a technical operations manager at Amazon Web Services within the incident management department.

“I lead a team that helps keep AWS cloud computing running, responding, building tools to detect incidents and reduce impact duration,” Blood said.

Blood exemplifies professional achievement for women climbing the ranks in the information systems industry.

“It's my job as a leader to mentor others or facilitate mentorship in my organization,” she said in the PSBJ interview.

“I would like to see women become better advocates for themselves and their female colleagues. We need to educate ourselves on the best tactics to result in a mutually beneficial negotiation and get compensated for the true value we bring,” Blood said.

Blood's positive influence on others is clear within the Coast Guard as well. Lt. Cmdr. Paige Maliff of Coast Guard Port Security Unit 313 in Everett, Wash., considered Blood to be “a great role model for future female leaders in the Coast Guard. She is extremely knowledgeable, very hard-working. She epitomizes the Coast Guard core values, and she is very humble and does not seek recognition.”

Maliff, a supervisor of Blood's, commented on the gender disparity within the service and the positive impact a leader like Blood can have on the success and retention of female members.

“In the Coast Guard, women have always been a minority. I think females come into the service and see Lt. Blood and how she has worked her way through the ranks. She serves as



an example of how they can also have a career in the service,” Maliff explained. “It is important that women are represented in all paygrades.”

It's easy to draw parallels between her military service career and her career in the private sector.

“My two roles are inherently similar and complement each other very well,” Blood said. “Honor, respect and devotion to duty... I try to embody these in all my efforts, inside and outside of the service.”

Blood continued, “While working at AWS, I manage major incidents. It is critical that we work efficiently and with the customer at the forefront of our actions. My Coast Guard experience contributes to my ability to handle pressure in dynamic situations and prioritize activities,” Blood noted.

Blood began as an active duty enlisted member serving on both the East and West coasts and overseas in support of Operation Iraqi Freedom. Only after years of personal growth and professional development did she ultimately gain acceptance to officer candidate school.

“In 2005, when I first pursued a Coast Guard career, I wanted to be an officer. I met all the requirements and thought I was ready,” Blood recalled. “Looking back, I lacked the confidence, and that was obvious. I dedicated myself to

learning the Coast Guard from the enlisted side and re-applied in 2014. I spent 10 years building knowledge, which would naturally result in the confidence necessary to lead.”

Coast Guard Commandant Adm. Karl Schultz made it clear to the Coast Guard workforce that inclusion and diversity are essential to creating and maintaining a ready, relevant and responsive Coast Guard.

“Inclusion put us on a course to mission success, and ultimately helped us maintain our standing as the world’s best Coast Guard,” said Schultz during his 2019 State of the Coast Guard Address. “We must allow members of our

workforce, all of our members, to fully contribute their talents with today’s increasing demand for Coast Guard services.”

Shultz emphasized the importance of recruiting and retaining a workforce reflective of the nation we serve.

In alignment with senior leadership’s vision for our service, Blood has made a profound impact on the Coast Guard and business world alike. She has proven that self-empowerment, organizational support and inclusiveness can help build a better Coast Guard and a better America. ≈



PSU first class petty officers help family honor veteran’s service

Photo courtesy Lt. Cmdr. James McKnight

Last April, two petty officers from Port Security Unit 308 went out of their way to help the family of a veteran who passed away due to COVID-19.

Petty Officers 1st Class Terrance Gray and Darnell Gerald were on an equipment run to a local store while in uniform. They were spotted by a woman in the parking lot

The Veterans Affairs office had sent her the remains of her uncle, along with a flag, and she was upset that her uncle couldn’t have a traditional veteran’s funeral honoring his service, due to the pandemic. She couldn’t even find anyone who could properly fold his flag.

The petty officers obliged, carefully working together to fold the American flag that would have draped the veteran’s casket.

Gray, a drilling reservist at PSU 308, said it wasn’t just his honor to fold the flag, it was his duty.

“A veteran’s funeral is significant,” said Gray, speaking to the local media. “I felt that making that decision and folding that flag for her, it meant a lot. It meant a lot to me and Petty Officer Gerald.”

Lt. Cmdr. James McKnight, the force readiness officer for PSU 308 said Gerald and Gray embodied the Coast Guard’s core values that day.

“They considered it a great honor to be able to help,” said McKnight. “They are outstanding gentlemen, and we couldn’t be prouder of them.” ≈

A passion to serve: GM1 Michael Plitsch becomes the D8 REPOY

Story by Senior Chief Petty Officer Susan Blake

Petty Officer 1st Class Michael Plitsch of Port Security Unit 308 knew very early growing up that he wanted to have a career in the military or in law enforcement. Coming from a long line of law enforcement and military family members, it's not hard to understand why Plitsch is engrained with a passion to serve. A native of New Paltz, N.Y., Plitsch was named this year's Eighth District Enlisted Person of the Year – Reserve Component.

While enrolled in a criminal justice vocational school during high school, his teacher mentored him and discussed possible careers in the military, specifically the maritime law enforcement missions of the Coast Guard.

"After researching other military options, I found the Coast Guard's mission and core values reflected my personality and devotion to duty," said Plitsch. "I decided that the Coast Guard would be an excellent path for me to obtain my future goals."

He began his career at Sector New York where he had the opportunity to work on high-profile events like the New York City Marathon, which hosts 50,000 runners each year. In 2010, he was deployed for the Deepwater Horizon oil spill to Mobile, Ala.

"I was astounded to see the amazing effects of community, which strengthened my goals to ensure the health and safety for both my shipmates and the response crews that helped to restore the Gulf Coast after the Deepwater Horizon incident,"

said Plitsch.

With the intensity of back-to-back hurricane seasons, Plitsch's response experiences for hurricanes Irma and Michael have had the most impact on him.

"I was able to see firsthand the destruction of these storms and it allowed me to help others in ways that I couldn't have imagined," said Plitsch. "During these deployments, I was able to aid in bringing food, water and shelter to those that needed it the most."

He made the jump to the Gulf Coast after meeting his wife, Erin, who was working at the Dauphin Island Sea Lab during his Deepwater Horizon deployment. Now married seven years, Plitsch has a real estate investment business and lives in Bay St. Louis, Miss. A well-rounded Coastguardsman, Plitsch enjoys running, weightlifting, and refereeing soccer, and he still has a passion for meteorology from his youth.

Previously assigned to Sector Mobile, Plitsch is now stationed at Port Security Unit 308 in Kiln, Miss., serving in the weapon's division supporting the operational divisions with small arms qualification, small arms training, pyrotechnics training and ensuring the ordnance program is compliant.

"The Coast Guard and [Pacific Area] are always making policy changes based on the active duty component," said Chief Petty Officer Joseph Jones. "GM1 Plitsch has been incorporating these changes into our local [procedures], as well as sharing these changes with other PSUs."

According to Jones, the LPO of the armory is critical to mission readiness and success, and Plitsch's research and development, including networking with other PSU community members, have been instrumental in keeping PSU 308 on track.

His award cites numerous accomplishments, including streamlining and improving the unit's weapon qualification policy, developing detailed training guides, and setting clear standards that ensured over 100 members achieved proficiency on weapon systems.

In addition, Plitsch developed a detailed training guide for firearm marksmanship coaches, which resulted in over 250 weapons qualifications. Leveraging local Department of Defense resources, he identified land-based weapons ranges within reasonable commuting distance, maximizing training and saving the Coast Guard money.

"Personally, I am proud of who I have become and how hard I have worked to get where I'm at in my life," said Plitsch. "There were many times when I had my doubts about where I should be in regard to my career path. Perhaps the one thing that I learned while in the Coast Guard was the meaning of leadership and the impacts a good leader has on the people." ≈



Petty Officer 1st Class Michael Plitsch receives the Reserve Enlisted Person of the Year award during a ceremony at the National WWII Museum in downtown New Orleans, March 6, 2020.

In this photo, from left to right, Master Chief Petty Officer Michael Sawyer, Petty Officer 1st Class Michael Plitsch and wife Erin; far right, Commandant Adm. Karl Schultz and wife Dawn.

USCG commander fixes broken bikes and donates to those in need

Story by Aesia Toliver, Wavy News

You can find bikes in his garage, car, living room, dining room, and even home gym.

They have taken over Portsmouth resident James Cullen's home.

"It's kind of grown out of control, as you can see," Cullen said with a chuckle.

The U.S. Coast Guard commander and volunteer Portsmouth sheriff's deputy swears he's not a bike hoarder because these wheels are going to those in need.

"It kinda started about a year ago. I was volunteering in Portsmouth and I ran across a young boy and his bike had been stolen... I felt bad for him. His family didn't have any money to get him a new one, so my partner and I ended up getting him a new bike. It's a nice feeling being able to help somebody," Cullen said.

Between a crash last November and COVID-19, Cullen found himself with a lot of downtime.

As a previous bike patrol officer, he put his skills to good use. He started buying broken bikes from all over, fixing them up, and posting for them for free in search of a good home on social media.

"A lot of people were skeptical like, 'What's the catch?' Like, there's no catch, I just want to help somebody. This was me buying bikes, fixing them up and selling them, but then people started coming forward saying, I heard what you're doing I'd like to donate a bike or parts," he stated.

Dozens of bikes later, Cullen has spent countless hours fixing up everything from speed bikes to tricycles. He says it's all worth it. Every bike donor and recipient holds a special place in his heart, each with their own story, like one Portsmouth couple.

"They [ran] into some employment issues. They had converted a lot of their time to making masks for first



responders. They lived here in Portsmouth. They wrote and said 'Here is our situation, we'd love to ride around the neighborhood' then I got to see their post later the two bikes together. It kind of gets you," he said with a smile.

Cullen isn't sure what the future holds, but for now, he'll keep turning the rust into shine, giving these bikes a new home and community members a reason to smile.

"I can tell you, in the City of Portsmouth people here are amazing, and I think this is true across the region," Cullen said.

If you're interested in donating a bike or helping out in other ways, you can email BikesForOthers@gmail.com. ≈

Editor's note: This story originally ran on Wavy News at wavy.com.

ESGR Patriot Award presented to Ridgewood Fire Department after YN1's nomination

Photo courtesy of Boyd Loving



Petty Officer 1st Class Christopher Eidschun said he was proud to present his civilian employer, Fire Chief James Van Goor of the Ridgewood Fire Department, with the Employer Support of The Guard and Reserve's (ESGR) Employer Support Patriot Award Jan. 29.

The Patriot Award recognizes supervisors and bosses nominated by a Guardsman or Reservist employee for support provided toward military service. Spouses are also eligible to nominate a supportive supervisor. ≈



RESERVIST MAGAZINE

ICS UPDATE



Lt. Cmdr. Nathaniel Ross and Lt. Cmdr. Josh Daubenspeck stand with the X Games sign in Aspen, Colo.

ICS Gets X-treme: Colorado-based reservists assist at Winter X Games in Aspen 2020

Story and photo by Lt. Cmdr. Nathaniel Ross & Lt. Cmdr. Josh Daubenspeck

Coast Guard reservists from Pacific Area staff and District 11 recently aided the regional Incident Management Team in Aspen, Colo., as ESPN's Winter X Games descended on the town for the 19th consecutive year. The authors, PACAREA member Lt. Cmdr. Nathaniel Ross of Basalt, Colo., and D11 reservist Lt. Cmdr. Josh Daubenspeck of Englewood, Colo., augmented the Pitkin County IMT as it stood up a Unified Command from Jan. 22-26.

The X Games feature competitions of some of the world's best winter action sports athletes and performances from a variety of top musical artists. Held on a sprawling venue at Aspen's Buttermilk Mountain, the X Games is one of the largest planned spectator events in the Rocky Mountain region each year, and 2020 was no exception, with more than 110,000 attendees flooding into Aspen over the course of the event (almost 50,000 on Saturday). As a city of only about 7,200 permanent residents, the region relies heavily on a combined IMT that draws from a wide variety of local, state and federal law enforcement and public safety agencies in order to ensure everyone's safety throughout the events.

This year's IMT included representatives from five local police departments, four sheriff's offices and three fire departments, as well as the Colorado State Patrol, Colorado Department of Transportation, Colorado Information and Analysis Center, Colorado National Guard Civilian Support Team, and the Federal Bureau of Investigation. In addition, representatives from ESPN's X Games production team were present in the Incident Command Post to ensure clear communications and coordinated planning across all entities supporting the event. Both authors served as part of the Pitkin County IMT in the roles of Liaison Officer (Ross) and Resource Unit Leader/Documentation Unit Leader (Daubenspeck).

Participation required them to leverage their Incident Command System experience and train alongside a unique mix of experienced emergency management professionals in a different environment than normal maritime-focused Coast Guard operations.

With the national media exposure, the pressure to ensure a safe and enjoyable event for all competitors, artists, attendees, and members of the general public was enormous, but the diverse team of emergency management professionals were up to the task. In total, members of the IMT logged more than 4,000 man hours in support of the Winter X Games.

Reporters who filmed a news segment about the interagency coordination in support of the X Games got a tour behind the scene, and they highlighted the importance of extensive prior planning and interoperability amongst the many organizations supporting the IMT.

The event was a major success, proving the diverse nature of operations that ICS can support. It broadened the ICS participants' knowledge base and helped them forge lasting professional relationships with other supporting federal, state and local agencies.

Michael Willis, the Director of the Colorado Division of Homeland Security and Emergency Management in Denver, traveled to Aspen to tour the ICP. He said he was impressed with how smoothly the wide variety of agencies supporting the X Games integrated under the ICS construct, and he praised the IMT for setting an example for other major events throughout the state.

"A lot of your peers would like to hear how you do this, and how you do it routinely," said Willis. "There's a lot here that is going right." ≈

Best practices to train reservists in ICS: joining forces to prepare for contingency response

Story by Lt. Cmdr. Jonathan Hsieh, Sector Virginia

ICS is designed for the Coast Guard to integrate into any emergency management or response scenario run by government or private organizations. Recent events, such as the COVID-19 response, in which Coast Guard personnel at all levels are integrated into different unified command environments, show the usefulness of ICS qualifications.

Realizing the potential for synergy among entities in the Hampton Roads region, Coast Guard contingency planners from Atlantic Area, District Five and Sector Virginia joined their talents together to form a tiger team and hold an exercise solely focused on ICS over a reserve weekend.

"Training exercises like this are valuable because they focus solely on practicing ICS," said Cmdr. Danielle Shupe, Sector Virginia's ICS coordinator.

Unlike exercises that focus on a Coast Guard contingency response, this ICS exercise was modular and flexible to adapt to the training needs of personnel seeking ICS qualifications. Reservists and Auxiliarists from various commands came together to fill double-encumbered ICS leadership and staff roles in the command and general staff ranging from incident commander to demobilization unit leader. Each position was paired with an experienced coach, helping train the personnel filling each role. ICS staff positions were also created in order to form a team for each section, allowing section chiefs to fully participate in meetings and briefings that may happen through the exercise.

The exercise followed the "Planning P" and started with an operations briefing held by coaches detailing the exercise: a grounded, private company fishing boat with a pollution scenario near Virginia Beach. Trainees then began work, planning for the new operational period by preparing an



incident action plan. During the process, teams strived to complete their respective sections of the IAP, concurrently planning for the tactics and planning meetings as part of the "Planning P." This culminated with an operations briefing held by the exercise participants at the end of the day. Coaches then rated each trainee [using an ICS-225 document], and each command had personnel on-hand to complete task signoffs for qualification.

In addition to the poster-sized ICS forms typically used in practice, personnel concurrently used the Incident Management Software System (IMSS) to electronically produce an IAP. During the exercise, all sections were logged into the service through the internet. Personnel were able to simultaneously complete their respective sections of the IAP in preparation for their respective planning or tactics meeting. For instance, the safety officer was able to complete the ICS-208 Emergency Safety and Response Plan while the resource unit leader was able to complete the ICS-215 Operational Planning Worksheet. The use of technology enabled live updates for the exercise along with troubleshooting any potential issues of the software.

Reservists from all departments at Sector Virginia, District Five and Atlantic Area, along with Auxiliarists, worked together seamlessly. This exercise provided a valuable opportunity to work together and depart from the routine of a drill weekend. Reservists got a chance to work with a variety of personnel (active, Auxiliary, reservists) in an environment outside of their comfort zone. During the exercise, participants put aside the traditional paradigms of a sector (prevention, response, enforcement departments), and listened as coaches provided injects to stimulate critical thinking and collaborative planning.

"Everyone has competencies that are a priority for training during [drills], whether it's boat crew, boarding officer, container inspector, pollution responder, etc.," said Lt. Cmdr. Ed Parvin, Sector Virginia's acting senior reserve officer. "but, most times, when we're called up to serve the country, we will be structured in an ICS role." ≈

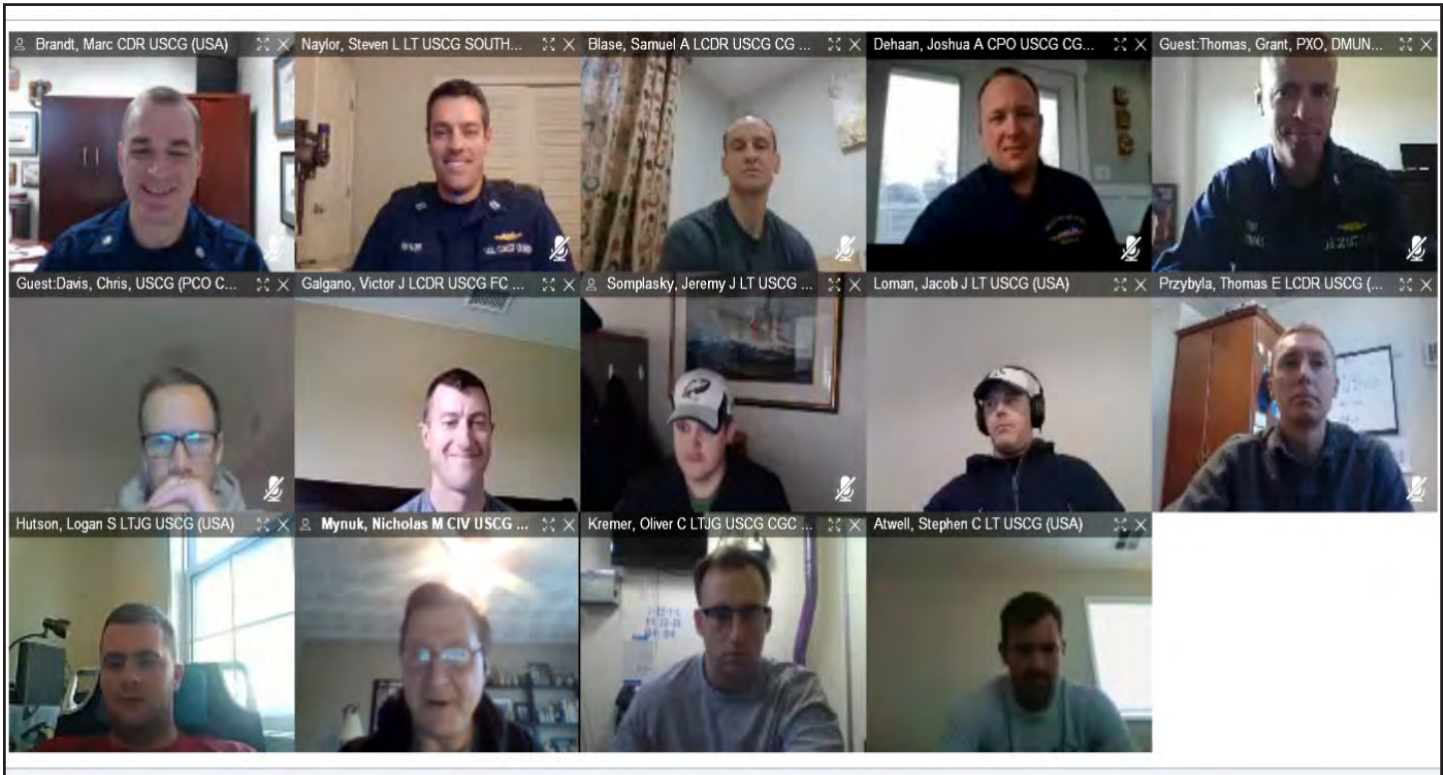
Some best practices to consider when training reservists in ICS:

- Use a tiger team to link with ICS counterparts at different levels: sector, district, and area in order to distribute the workload in planning a mass ICS exercise encompassing several units.
- Hold training activities during a drill weekend; take advantage of planned all hands to maximize participation.
- The exercise should focus solely on ICS and allow flexibility and interject scenarios to keep participants thinking on their feet.
- Apply online tools, like IMSS, during the exercise. Troubleshooting a problem during an exercise identifies pitfalls that can be corrected before an actual event.
- Identify coaches and form a training team from units participating in the exercise so trainees have access to experienced personnel and obtain signatures.
- Fold ICS staff into the general and command staff, sections, units, groups and divisions. This will allow the command staff member or section chief to focus on their assignment and provide realistic role-playing experience.



RESERVIST MAGAZINE

THE MORE YOU KNOW



How the coronavirus is expediting the future of Coast Guard training

Despite the impact of the coronavirus to the workforce and the economy, the Coast Guard's missions continue. Executing those missions requires trained, qualified people filling the roles and positions around the country: boat crews, boarding officers, inspectors, pilots, maintenance technicians, logistics specialists and more—all these jobs still require training.

The Coast Guard's training system has historically required in-person attendance, but given the physical constraints in place to help reduce the spread of coronavirus, it's been difficult to maintain throughput working within the legacy training model. Transfer season continues, albeit more slowly, and qualified members are leaving and reporting to new units without the typical number of newly-trained replacements coming in behind them to fill the gap.

The Force Readiness Command, which develops the plans, policies, and programs for formal Coast Guard education and training, is learning to adapt. Applying a two-fold strategy, FORCECOM and its eight major training centers have rolled out adaptive, creative solutions to maintain as much training capacity as possible within the parameters of the pandemic.

Physical changes

FORCECOM's first priority was student safety and reducing the risk of spreading the coronavirus; a large part of Coast Guard training relies on inherently close-contact, especially at boot camp, A-school and law enforcement training. Keeping the flow of graduates to the field is paramount to ensuring the Coast Guard's current and future effectiveness.

For example, each company of Coast Guard recruits comprises more than 100 people, and with three or more companies simultaneously on board Training Center Cape May, N.J. and in different stages of training, meeting this challenge was no small feat.

"The first question we asked ourselves when reviewing our course offerings was, 'Is this training mission essential and time critical?' If the answer was no, we deferred it to a later date when circumstances would permit the training," said Tim Quiram, the acting deputy commander of FORCECOM.

Closely mirroring the efforts of other military services, the Coast Guard restructured basic training to meet Center for Disease Control recommendations, including more space between bus seats, expanded berthing in squad bays, and the

implementation of Training Restriction of Movement (T-ROM), a 14-day pause at the beginning of basic training for health assessment, monitoring, and individual online training.

This T-ROM period was also being implemented at other training centers.

"Meeting social distancing guidelines is challenging for many of our courses. For example, the training at our aircraft transition courses occurs in the cockpit, where six feet of separation is not possible," said Capt. Richter Tipton, the training division officer for FORCECOM. "Our future corpsmen at HS [Health Service Technician] A-school have to learn how to draw blood. The T-ROM helps us medically screen these personnel prior to placing them in these close contact situations."

Adding 14 days to a course isn't ideal for students or their home units, but to alleviate some of the burden, the training centers are finding other means to still provide course content during the T-ROM period. In this way, much of the knowledge-based learning that's typically done in a classroom setting would be completed in the individuals' rooms at the start of the course (during the T-ROM). Once the quarantine period is over, the students safely convene and begin traditional close-contact work.

Another tactic implemented was reducing class sizes by more than half, giving the training centers additional room to spread students' desks apart by a minimum of six feet.

"The more we learn about this disease and how it spreads, the safer we can make our training facilities during this pandemic," said Tipton.

Moving Training Online

Modifying traditional training to ensure the safety of students and staff is a short-term strategy that will last until the end of the pandemic, but where possible, the Coast Guard is rapidly shifting to a permanent virtual training solution.

In October, FORCECOM began to transfer some of its 800-plus offerings online, starting with an aviation training mishap course, but the pandemic has become a catalyst, accelerating the move toward distance-learning. FORCECOM's efforts are expanding the number of people able to receive training while also reducing the expense of travel and lodging for the students, or in some cases, the entire convening of a course.

Students gather via webcam, and classes include both a facilitator (instructor) and a producer (helping students communicate or manage technology issues).

"These courses are not like PowerPoint," said Cmdr. David Torres, the lead project officer for virtual training courses. "The structure keeps your brain active and engaged in the training—there are actually more opportunities for student-instructor interaction online than we have in the in-person environment. Now we're able to bring our instructors' expertise to field units instead of the legacy model of flying students to training centers."

One of the newest courses to adapt was the Afloat Prospective Commanding Officer/Prospective Executive Officer (PCO/PXO) course held at the Leadership Development Center in New London, Conn. This two-week school was split into one week of virtual training on leadership in command, and another week of simulator training (which will occur after restrictions due to the coronavirus have been lifted).

In the first convening of the virtual format, six executive officers from cutters in Bahrain joined the class as they prepared to take command of vessels back in the U.S. this summer. With the stop movement order, these prospective commanding officers wouldn't have been able to participate in the PCO/PXO course until the restriction was lifted.

"Many of our command cadre courses will be headed in this direction," said Master Chief Petty Officer Jeff Waters, the command master chief for FORCECOM. "What's the difference between a command philosophy from an air station to a sector to a cutter? There's a benefit to showing how we share the same values and want to develop strong leadership across the Coast Guard. We don't need to be in the same room to do that. Groups building these philosophies in an engaging, coached collaboration space online is just amazing."

This is a welcome change; the Coast Guard's ability to provide modernized, ready training has lagged behind their industry counterparts, who have leveraged advances in communication technology to reduce travel to in-person sessions.

Finding ways to bring the training to the students not only enables flexibility for the student, but also provides a more interactive classroom venue. Already, eight courses have moved online in the last two months, and 50 more are scheduled to be converted by fall.

The Future of Training

The Coast Guard is navigating some uncharted waters. Eventually, the physical constraints on training centers will be lifted, but the need for modernized ready learning will remain. While FORCECOM and the training centers have to adjust to the current situation, focusing on key adaptations that will accelerate training improvements in the system when normal conditions return has been a priority.

This fusion of technology and opportunity may open the gate for knowledge to be even more readily available across the spectrum of jobs and specialties in the Coast Guard.

"This is not business as usual; we're in the middle of a cultural shift," said the commander of FORCECOM, Rear Adm. Brian Penoyer. "Technology is rapidly changing our lives in such a way that maybe we don't even realize how different our world will be in 20 years. But the Coast Guard is resilient—we're adjusting on the fly to be trained and ready when our nation needs us. We're transforming our current model, so we can deliver for the future force." ≈

"This is not business as usual; we're in the middle of a cultural shift."

**— Rear Adm. Brian Penoyer
Commander of FORCECOM**

Apples to apples: understanding the Survivor Benefit Plan-Reserve Component

The Reserve Component Survivor Benefit Plan RC-SBP is a wonderful benefit for almost all reservists. It is very similar to the active duty SBP program.

One of the major differences is, as a reservist, when you make your SBP election. Within 90 days from the date of your 20-year satisfactory service letter, you have to make your RC-SBP decision.

I know this is not a pleasant activity, but the first course of action, is to determine what your current death benefits are. If you should pass away today, what would your loved ones receive? Figuring this out will go a long way in helping you make your decision.

First, let's start with social security. If you have an online account with social security, check your statement to see what the monthly benefits are, and how long will they be paid out. If you do not have a social security account, I would encourage you to go to socialsecurity.gov and create one, especially if you have children under 18.

Next, look at what your employer provides in benefits. For most, it would be a death benefit from group term life insurance. But for others there might be some type of survivor benefit payout if you are eligible for a defined benefit plan.

Now, include what you personally have. Look at equity in your home, individual life insurance and investments (e.g. TSP or 401K). A good place to document all these different benefits is using the Veteran Affairs Needs Analysis calculator <https://insurance.va.gov/NeedsCalculator>.

Now here is where it gets a little tricky. As a reservist, if death should occur while drilling, there are multiple benefits for your spouse and eligible children through the Veterans Affairs and Coast Guard.

Once you have ascertained what your current benefits are, we can look at what your eligibility to retire from the Coast Guard Reserve has gotten you—the Reserve Component Survivor Benefit Plan. If your completed form is not received within 90 days from issuance of your retirement package and you're married, you will automatically be enrolled in Option C.

To be clear, the basic statutory provisions of SBP can be found here: <https://uscode.house.gov/view.xhtml?path=/prelim@title10/subtitleA/part2/chapter73&edition=prelim>

Here are your three options:

- **Option A** means you are DECLINING TO MAKE A DECISION UNTIL AGE 60. Why would you choose this option? If you have completed a needs analysis, look at all the sources of income your loved ones will get should you die between now and attaining the age of 60 (when you are eligible to receive your retirement check). This option sounds good, but here's the major drawback: if you die between now and 60, you won't be around to make the SBP decision. So, in deciding to choose this option, it should really be looked at as "We will reevaluate at my age of 60, but if I die, there is enough income being provided for my loved ones, absent SBP." One of the reasons reservists look at this option is because the cost to provide spouse coverage is 6.5 percent, starting

when you start drawing your reserve retirement check. There is no Reserve Component or Real Cost of reserve SBP.

- **Option B** means you want RC-SBP when you die, but if death occurs before you would be eligible to receive your checks, your surviving spouse will not receive the monthly annuity until you would have been eligible to receive your retirement check. This is where you look at all the financial resources your loved ones would receive upon your death and, if sufficient until retirement eligibility, this is a good option.

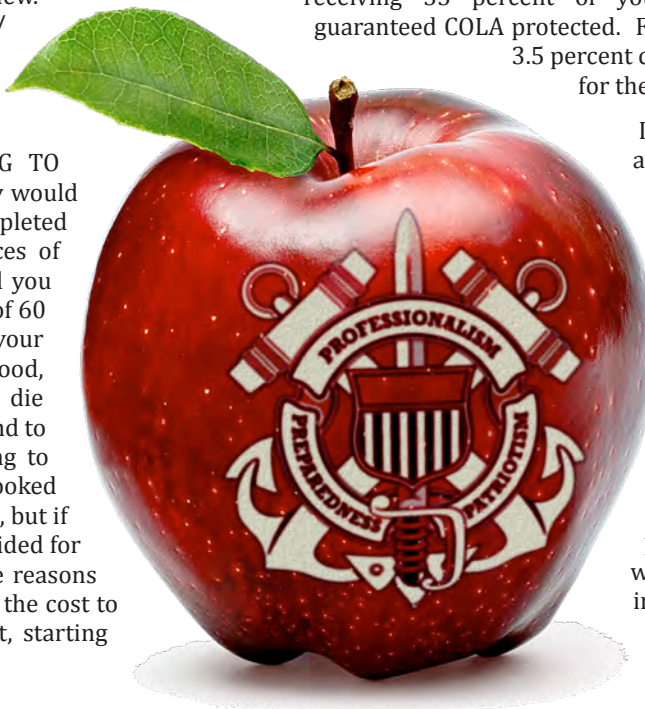
A few things to think about with this option. Yes, the monthly annuity payment is DEFERRED until age 60. Are there younger children at home who would receive social security due to your death? Is there sufficient life insurance death benefits your loved ones would be able to use?

Real Cost of Option B, the deferred annuity, an additional cost to the 6.5 percent spouse premium. The additional cost is added on to the base premium and payments start when you start drawing your retired pay. This "real cost" is different for everyone. You can use the DOD Actuary calculators, but it's based on your base amount chosen to cover for SBP, your age, your spouse's age and, if you are adding in child coverage, the age of your youngest child when the SBP decision is made. This real cost is added to the 6.5% spouse SBP cost. Payments are made for 30 years upon starting to receive your retirement check. Of course, upon your death, if within the 30 years, the premium payment your survivors will be required to pay the real cost but for them the premium would be 0.01 percent. This will also be added (or subtracted) if you should die before attaining the age of 60. A rule of thumb is to add 2 percent to the 6.5 percent for planning purposes.

- **Option C** is the immediate annuity option. This option is also the default option you will be enrolled in if you do not make your RC-SBP election within the 90-day time frame. This option provides an immediate annuity. No matter when you die, your designated SBP beneficiary will begin receiving 55 percent of your elected base amount, guaranteed COLA protected. Factor in an estimate of 3 to 3.5 percent coupled with the 6.5 percent for the real cost of this option.

If you have done a needs analysis and determined your loved ones would benefit from this monthly annuity, then this option is for you. A few other considerations though.

If you have group term life insurance from your employer, SGLI or other life insurance, taking this option, the immediate annuity might be useful in providing monthly income while allowing the life insurance death benefit to not be drawn down



Coast Guard Voluntary Credentialing Assistance Program

The Voluntary Credentialing Program enables eligible service members to obtain credentials, certifications, and licenses while serving in the Coast Guard. The VCP employs Credentialing Assistance to reimburse members for authorized fees in the pursuit of credentials. Service members are authorized reimbursement for one credential per fiscal year.

Many civilian jobs have certain professional and technical standards. Obtaining credentials—certifications and licenses—demonstrates that you meet industry standards. For example, a welder can show their welding certifications to an employer to prove they have specific skills and knowledge. Credentials may be required for a job, can increase the likelihood of employment, aid career advancement, and may lead to a higher salary. This program is especially beneficial to reservists, whose professions often require credentials, certifications, and licenses.

Who is Eligible?

- Civilian credentialing can contribute to military career development.
- Federal, state, or local law may require specific credentials to legally perform some jobs.
- Employers may choose to hire only employees who have credentials or to pay those employees more.
- Credentials may improve an employee's prospects for promotion.

- Credentialed members demonstrate to civilian employers their skills are aligned with civilian peers.

Reserve eligibility:

- Enlisted SELRES members who meet all participation standards including current readiness metrics as per the Reserve Policy Manual (12 months before and 6 months after obtaining a credential), and they must have a points statement uploaded in MyCG Ed. (Program does not apply to ISL, ASL or IRR members.)
- Members must be marked "Ready" or "Not Ready" on current Enlisted Evaluation Report.
- Member must have no misconduct or punishments in the last 12 months.
- Member must be in compliance with COMDT weight standards.

Authorized coverage and limitations

- Exam, renewal, and application fees
- State license fee
- Member fee (when required)
- One credential per fiscal year

For more information, visit <https://www.cool.osd.mil/uscg> ≈
— Story by Mike Reynolds

immediately or at a larger monthly amount, thus saving the insurance and allowing it to grow, depending on where the death benefits are held. It potentially provides a larger amount of future money.

Beneficiary has been mentioned several times. Along with choosing option A, B, or C you will have to choose a designated beneficiary category. Keep in mind, when we are discussing beneficiaries, if you have a beneficiary category when you are making your RC-SBP decision you will either take it or decline it (forever). Listed below are the beneficiary categories:

- Former Spouse, court-ordered. If you are divorced (or later get divorced and have elected spouse SBP) and you are court ordered to provide former spouse SBP you MUST make this election. It overrides any other election. If you chose spouse SBP and later divorce, and you are required to provide former spouse SBP you and/or your former spouse have one year from date of divorce to notify the pay center of the change from spouse to former spouse SBP election. (With former spouse and children coverage, you are covering only children between you and your former spouse. The cost for this is identical to spouse and/or spouse and child election.)
- Spouse-only coverage is covering the spouse you are married to at the time the election is made. If you later divorce, there are options, same as if you should remarry. It starts with the divorce decree and what it requires with former spouse SBP.
- Spouse and eligible dependent children. The spouse is the primary beneficiary. Payments would be made to the spouse

(for tax purposes). If the spouse would become ineligible (due to remarriage before age of 55 or death) the eligible children would get the monthly annuity in equal shares.

- Child(ren)-only option is providing RC SBP coverage only while there is an eligible dependent child to receive the monthly annuity. However, depending on your option election, you will be required to pay the RC cost when you start receiving your monthly reserve retirement pay, even if/ after your children have aged out of this program.

At the beginning of this article I talked about doing a needs analysis. You should realistically do more than one needs analysis, and by that, I mean if you looked at what monies your death would provide, and you have a spouse/significant other, do the analysis more than once. One with your death, one with the death of both of you (think car accident). This will help you determine if you want to, or need to, add in the child option.

Take time to review all your beneficiaries and to make sure your documents are up to date. Would the executor of your estate know where your will is? Do you have the necessary DoD and VA paperwork available for your loved ones to take advantage of services for which they might be eligible?

Last thing: remember, almost all benefits must be applied for by your loved ones. If they don't have the paperwork, they may miss out on benefits. ≈

— Story By Bob Bieri, USMC (ret.)

Editor's Note .Bob Bieri is a retired Marine and a senior presenter for Navy Mutual, educating veterans on their benefits. For more information, contact education@navymutual.org.

Using EBDL as a career force multiplier

What do hurricanes, earthquakes, typhoons, mass migration events and global pandemics have in common?

They are incredibly disruptive to our well laid plans. The spread of COVID-19 and the associated global response has impacted everyone in different ways, and members of the Coast Guard Reserve are no different. An event like this pandemic or a future one could and probably will disrupt your plans for IDT or your unit's plan for ADT. It's just one example of a real-world event or situation that reinforces the value of utilizing Electronic Based Distributed Learning.

There are two types of EBDL, command-directed and non-command-directed. According to the Coast Guard Reserve website, "Non-command directed EBDL is considered elective, and it may be taken without command approval if already on the approved course list. Elective EBDL is training not eligible for pay, but is eligible for inactive duty retirement points."

While the Reserve Policy Manual states "inactive duty is normally performed in a paid status," the value of completing EBDL is threefold and should not be discounted.

The first and most important reason why EBDL should matter to you when your IDT or ADT plans are unexpectedly changed is ensuring you meet the requirements for a satisfactory year for retirement and good conduct eligibility. Earning the 50 points required in your anniversary year for retirement and the 70 for your good conduct eligibility is a must despite the current pandemic prevention and response efforts that affected many Coast Guard units. Additionally, Reserve officers must earn 50 points each year to stay in an active status. When social distancing protocols and travel restrictions make performing ADT and IDT problematic, EBDL can be an effective solution to replace those retirement points. Note that completion of EBDL coursework for points does not alleviate a member's responsibility to meet minimum participation standards, including drills.

Maximizing your retirement is another great reason to take advantage of EBDL courses. The maximum number of points earned for inactive service for anniversary years closing on or after Oct. 30, 2007, is 130, and most SELRES members do not

come close to earning that number in a given year.

Let's do the math: First, let's say you complete all of your 48 paid drills in a given year (ADT doesn't count against you). Second, you get your 15 membership points. Finally, because you are a squared away Coastie, you also get a point for completing your health assessment. Altogether, that adds up to 64 points for retirement. That leaves 66 available inactive duty points on the table each year. Over a 20-year career, 66 additional points each year really adds up. Taking coursework relevant to your rate, grade or officer specialty code will help you become a more proficient service member, while also increasing the worth of your retirement.

Lastly, professional development is another great reason to take EBDL courses. For the officer corps, selection for promotion to the next higher grade is a very competitive process. With the addition of future lieutenant commander retention boards to the already existing commander and captain retention process, a proven track record of professional development can go a long way with board members.

Completion of relevant EBDL courses will show you are a continuous or life-long learner and help to separate you from the competition. On the enlisted side of the house, pursuing professional development with EBDL also has distinct advantages. Do you want to screen for a badge position in the future, compete for a seat at the Reserve Component National Security Course, or be selected for other professional military education opportunities? Completing relevant EBDL can go a long way in making that happen.

There is an extensive collection of EBDL courses approved for inactive duty points. CG-R manages the EBDL course approval process and released a Reserve Info Bulletin in the beginning of April about this very topic. Take some time to read the bulletin and review the latest EBDL course offerings. You will find it's an excellent way for members of your unit to earn additional credit for anniversary and good conduct years, maximize their retirement, and continue to develop professionally. ≈

— Story by Cmdr. John Hughes

EPM-3 Sets New EER Standard

Over the past two years, EPM-3 has guided the fleet in the implementation of the new Enlisted Evaluation System.

The EES is designed to afford all Coast Guard enlisted members with fair, objective and timely evaluations. Currently over 34,000 enlisted evaluations have been reviewed for accuracy, with approximately 9,200 being returned for corrections. EPM-3's is fully staffed with nine military members and three civilians who ensure every enlisted evaluation submitted is reviewed.

Reserve EER Schedule

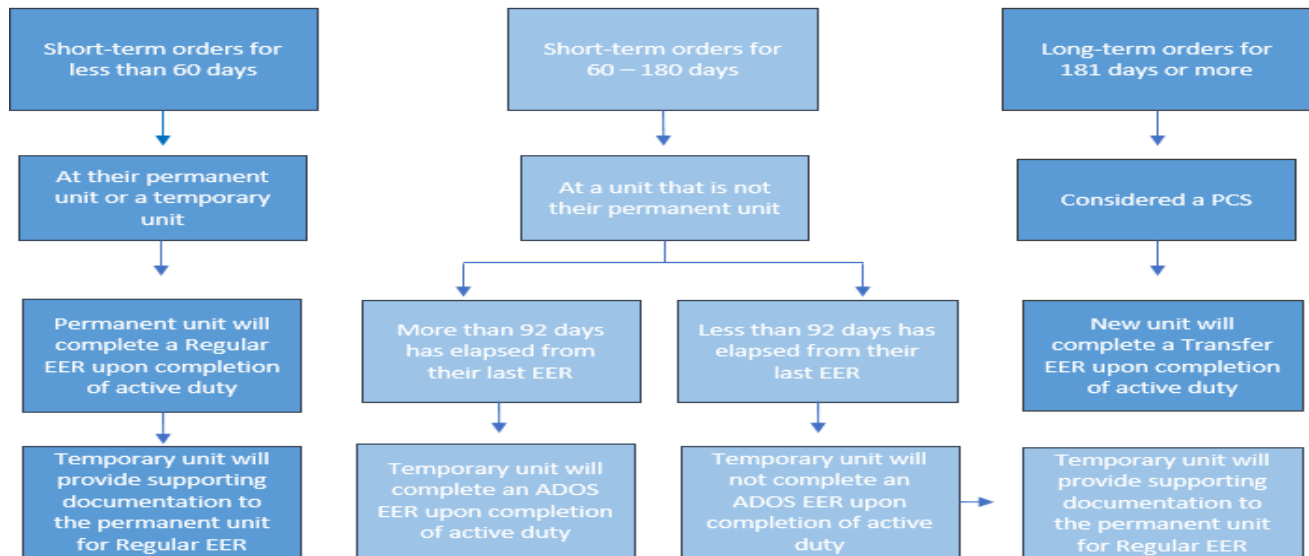
(92/184 day rule) – A regular or unscheduled EER cannot be completed if the member has received an EER in the last 92 days for E-5 and below or 184 days for E-6 and above, except for discipline.

Regular Reserve EER (Performing Temporary Duty) – Evaluations for reservists performing temporary active duty at a unit other than their permanent unit due to involuntary mobilization (e.g. Title 10 or Title 14) or on short-term ADOS

Regular EER Submission Schedule (Reserve)

PAY GRADE	END OF MARKING PERIOD LAST DAY OF:
E-1 & E-2	January
E-3	February
E-4	March
E-5	April
E-6	May
E-7	September
E-8	November
E-9	June

Reservist Performing Temporary Duty



(less than 60 days) are the responsibility of the permanent unit. The temporary unit must provide supporting documentation to the member's permanent unit within the standard EER timelines. Reservists performing active duty at their permanent unit will submit a regular EER.

Unscheduled Reserve EER (Performing Temporary Duty)

For reservists performing temporary duty at a unit other than their permanent unit for active duty due to mobilization or short-term ADOS for at least 60 days (but not greater than 180 days): Upon completion of the active duty period an unscheduled (ADOS type) evaluation report will be completed by the temporary duty unit if more than 92 days have elapsed since the last regular evaluation report; supporting documentation will be provided to the reservist's permanent unit for the next regular evaluation report if less than 92 days have lapsed.

Transfer Reserve EER

Long-term ADOS (181 days or more) at a unit other than a reservist's previous SELRES unit is considered a permanent change of station. Commands will ensure members sign the counseling sheet for transfer evaluation report no later than 15 days before departing the unit to allow adequate time for counseling and appeal processing if required. The effective date shall be the departure date. Additionally, if a member RELADs into the SELRES a transfer EER will be completed effective the date of RELAD or on start date of terminal leave, whichever occurs first.

One of the most common reasons to submit an enlisted employee review outside of the regular scheduled marking period is to be eligible for the servicewide examination (SWE). If a member advances and doesn't have an EER in their current grade or hasn't had an EER in their Evaluation Report Window, a SWE EER is required to be completed effective on or before the servicewide eligibility date (SED). In the case of reservists, the SED is July 1. Check current Reserve servicewide exam (RSWE) announcement messages for PDE correction deadline dates.

Common Errors

EPM-3 reviews approximately 250 EERs daily, and the most common error is evaluations being submitted not approved. To avoid this error members should be aware that while forwarding marks to the next member in the chain of command,

checking the final box submits them to PSC EPM-3 and not to the next member of the command. When the command is ready to submit the EER, they should ensure they are marked approved under the reviewer tab in the "Evaluation Type" drop down menu. Another error that occurs often is when a CO Recommendation Change (CORC) is submitted. Both the Review Type and Rating Scale must be CORC so that the only block that populates on the reviewers tab is "Advancement Potential." Bringing awareness to the fleet of these two errors will reduce kick-backs during EPM-3's validation and elevate administrative burden on command cadre personnel. One of the innovations of the new EES was the introduction of the "Future Potential" block.

As the Commandant Instruction Manual on enlisted evaluations says, "The new Future Potential block affords rating chains the opportunity to comment on a member's potential to serve in positions of increasing responsibility in the current paygrade or in the future, focusing on a reasonable horizon of service (suggesting that an E-4 has potential to serve as MCPOCG is likely not useful; however, commenting that they can serve in a special assignment would be)."

Reservists can use the Future Potential comment block to communicate overall progress and future aspirations to the command. Just because reserve members don't change duty stations and billets every three to four years doesn't mean they can't grow as Coast Guardsmen. Skillsets and aptitudes still change over time for every individual, and it is very important to record changes and growth.

To avoid delays in timely EER counseling, advancement, and SWE eligibility, all rating chains should include an active duty approving official to ensure that any required corrections are made within 30 days.

The EPM-3 portal page (<https://cg.portal.uscg.mil/units/psc/psc-epm/SitePages/EPM-3.aspx>) offers a wide variety of resources for completing evaluations. We have an Evaluation Writers Workshop posted on our portal page, where commands can request a team to provide on-site training. We discuss writing tips and approved abbreviations to help commands with the 220-character limit. We also provide templates for waivers, appeals, and change of EER requests, an EER quality control check list, tips on how to review your EI-PDR, and a discussion board. If your question isn't answered on the page, email us at HQS-SMB-CGPSC-EPM-3-Evaluations@USCG.mil. ≈

— Story by Lt. Cmdr. Justin Vandenheuval

The Tricky Thing About Being a Reserve Officer: Negotiating criminal conflict of interest laws and unauthorized compensation

The criminal conflict of interest laws include provisions relating to accepting unauthorized compensation, unauthorized representational activities, post-employment restrictions on federal employees (which apply to all periods of active duty), and the prohibition on acquiring a financial interest in a public matter.

Under the conflict of interest laws, reserve officers are treated as special government employees (SGE). An SGE is “an officer or employee . . . who is retained, designated, appointed or employed” by the government to perform temporary duties, with or without compensation, for not more than 130 days during any period of 365 consecutive days. A reserve officer serving on voluntary orders is treated as a regular federal employee if they work more than 130 days. A reserve officer serving on involuntary orders remains an SGE, even if they go over 130 days. The distinction is important because the conflict of interest laws may apply differently depending on the duration and type of orders. For example, as described below, additional restrictions apply to reserve officers serving in excess of 60 days on voluntary orders. Also, as described below, all of the conflict of interest laws and regulations apply to military officers while only some of them apply to enlisted members.

While the conflict of interest statutes and the Office of Government Ethics (OGE) standards of conduct regulations apply to reserve officers as a matter of law and federal regulation, some of these rules apply to enlisted members only as a matter of Coast Guard policy in the Standards of Ethical Conduct. Additionally, the OGE regulations make it clear that

SGEs (i.e. all reserve officers, but not enlisted) remain government employees at all times while serving in the RC regardless of how much time they actually spend on military orders. This fact, coupled with the application of the Coast Guard Standards of Ethical Conduct, triggers additional restrictions on RC officers at all times and RC enlisted members while they are on military orders of any kind (including IDT). The combination of laws and duty status can be confusing, and reservists should always feel free to contact their servicing legal office with questions.

For the most part, the conflict of interest laws only apply to reserve officers, except one specific conflict of interest provision in 18 U.S.C. §208, which applies to enlisted members as a matter of Coast Guard policy while they are on any type of military orders. The OGE standards of conduct, which are incorporated into the Coast Guard Standards of Ethical Conduct, apply to reserve officers at all times (whether or not on orders) and enlisted personnel while they are on any type of military orders. The conflict of interest laws and to whom they apply and when, are explained below and throughout this series.

Unauthorized Compensation under 18 U.S.C. §§ 203 & 205 – Officers Only

In the last article, we gave an example of a reserve officer who returned to active duty for two short term ADOS contracts. While on active duty during the second set of orders, he interviewed with a private company and attended meetings with the Coast Guard on behalf of the company. He was found guilty of violating 18 U.S.C. § 203, which prohibited him from representing the company for compensation.

Under this statute, reserve officers receive special treatment because of their “special government employee,” or SGE, status. However, the law considers that some members may take orders for more than their two weeks of ADT and sets forth additional restrictions for those who serve between 61 and 130 days during the previous 365 days. Those who serve more than 130 days in the previous 365 days on voluntary orders are the most restricted under this rule and may be treated like any other full-time civilian employee or military officer. In the case of Lt. Cmdr. Baird (from the first article), his voluntary back-to-back orders totaled 208 days, and he was representing a company before his own department or agency, placing him in a situation where he was in violation of the representational restrictions set forth in 18 U.S.C. § 203.

This rule can be tricky when triggered, because it not only prevents the individual reservist from carrying out certain representational activities (e.g. representing a third party back to their own department or agency) but may also prevent the reservist from receiving payments associated with the representational activities of others (e.g. a business or law firm partner).

Ordinarily, unless a reserve officer has served on ADOS or on an EAD contract, they only incur representational restrictions relating to a particular matter involving a specific non-federal party or parties in which they have, at any time, participated personally and substantially as a reservist through decision, approval, disapproval, recommendation, the rendering of advice, investigation or otherwise. To put it another way, reserve officers cannot represent any non-federal employer back to the federal government on any project or other particular matter in which they participated if, at the time of their participation, that project involved identified non-federal parties.

Under all of the conflict of interest statutes, you participate personally if you were involved in the project directly or directly supervised a subordinate; and your participation would be substantial if it was consequential to a particular matter as opposed to merely administrative. The concept of a “particular matter” is viewed broadly under the ethics regulations. Generally, the term “particular matter” includes “any investigation, application, request for a ruling or determination, rulemaking, contract, controversy, claim, charge, accusation, arrest, or judicial or other proceeding.”

A reserve officer would have an additional representational restriction if they served on active duty more than 60 days during the previous 365. Here, in addition to the limitations cited above, the reserve officer could not represent a non-federal employer back to any federal agency or the federal judiciary on any particular matter involving a specific non-federal party or parties that was pending in the Department of Homeland Security or the Coast Guard.

For a reservist, the practical implication of this rule is that once you have reached the 61st day of active duty service, the representational activities described above must stop until you no longer have 60 days of active service in the prior 365 days. Potentially more confusing is that Reserve officers with more than 130 days of active duty are treated like regular officers and civilian employees under the ethics laws and regulations. However, determining whether the reserve officer will have more than 130 days in a 365-day period must be done prospectively. For example, if a set of voluntary orders is received for more than 130 days, or it's expected that the reserve officer will ultimately serve more than 130 days in a 365-day period, all representational activities must cease upon receipt of orders and not when the 130 day threshold is crossed. On the other hand, if a Reserve officer receives a set of orders for 90 days with no expectation that they will receive another set of orders, they are still treated as an SGE if they receive an unexpected extension past the 130-day mark.

For example, Lt.j.g. Alpha is a Coast Guard officer who just

started a one-year EAD contract. He is a 50 percent owner in Charlie Company, which provides ICS training to federal and state agencies and his business partner is a civilian. Once Alpha has entered into the EAD contract, he could no longer represent Charlie Company (e.g. serve as trainer in a FEMA facility) because he is treated like a regular active duty officer. If Alpha was brought on ADOS for 45 days, he would still be considered a SGE and could engage in representational activities that did not otherwise conflict with his federal duties so long as he had command approval and could do so without misusing his position or otherwise

violate the Standards of Ethical Conduct.

Once the time period has lapsed (you no longer have 60 days of service in the previous 365 days) your ability to be hired to serve in a representational capacity to the Coast Guard or DHS would not be impaired except for those particular matters in which you were personally and substantially engaged that involved a specific party or parties. If you accept another set of orders, the days counted to determine whether you have more than sixty days in the previous 365 accrue on a rolling basis. Even if you have over sixty days of active duty in the previous 365, however, once you leave active duty you may represent non-federal entities to non-DHS federal agencies, any state or local government, or to any non-federal entities barring certain post-employment representational restrictions relating to the particular matters that you worked on regardless of time served, which we'll discuss in the next issue.

Again, we can't stress enough: these are difficult issues. Seek guidance from the servicing legal office to determine which, if any, restrictions apply to your particular set of circumstances. ≈

— *Story by by Capt. Mike Barton
and Lt. Natalie Bernadt*





My fellow SELRES members and Reserve managers,

I want to address the 1 May drill entry deadline, acknowledge some of the roadblocks, explain the current state of the response, and present the way forward.

Why the 1 May deadline?

Following a three year deficit in the AFC 90 appropriation (reserve training budget) causing an “all stop” at the end of fiscal year (FY) 16, it was determined that the existing controls proved to not be sufficient to accurately manage the expenditure of reserve training funds. The CG’s Chief Financial Officer (CFO) directed additional requirements and controls to ensure this wouldn’t occur again. Instituting a deadline in Direct Access (DA) earlier in the FY was one of those controls developed to plan and account for funding with the uptick in reserve training during the summer months. It ensures funds are available for all members throughout the FY to prevent another “all stop”, while monitoring drilling costs to redistribute money if and when possible. Ideally, we’d have funds available to send to the field in August and September for additional training.

For three years after the implementation of the 1 May deadline, we discovered members/commands completed tasks contrary to policy that were not in alignment with the CFO’s requirement, including:

- Entering/approving drills throughout the FY retroactively.
- Re-entering drills previously canceled/deleted due to not being authorized.
- Continuing to enter/approve paid drills after the 1 May deadline.

Why the added DA Lockdown?

Because there were no budgetary controls within DA to track, monitor, and account for spending, the drill pay account (where all IDT, RMP, ATPs expend from) did not accurately project the FY closeout for the reserve training appropriation. In order to prevent continued abuses of policy, CG-R82 worked with the DA programming staff instituting the lockdown where members/commands are unable to enter or alter paid drills submitted after 1 May.

Of course, few plans ever execute perfectly, and there are a few issues/concerns we weren’t counting on when we implemented this lockdown. First off, COVID-19. As with all contingencies, this threw us all for a loop. With the reserve call-ups, travel restrictions, and difficulty planning, it’s made it much more difficult for members/units to schedule IDT drills and ADT. Our recommendation was to enter drills and have them remain in a pending status, so the dates could be changed once restrictions were lifted and plans solidified. This didn’t work as anticipated, due to a drill cap glitch in DA that wouldn’t

allow members or commands to make these changes. Due to the hard work and hours of testing by the CG’s database programming teams at PPC/OSC/1B1 this issue has been corrected, but it did require multiple units to submit rescheduling requests to CG-R82. Of note, all of these date change waivers/requests were approved by CG-R82, with the exception of requests that were for rescheduling retroactive drills (350 approved waivers, 20 denied). I personally apologize to everyone for this unexpected burden and frustration. It’s important to us not just to provide accountability for how the Reserve manages its money, but to make sure our reservists have the tools to navigate the system.

Got questions? We’ve got answers!

Why does this need to be implemented? You know how many reservists there are and what our annual training should cost.

The reserve training appropriation is not managed like any other CG appropriation, since we are not purchasing “things” but rather paying for training and salaries. Since reservists are entitled to 100% of IDT/ADT, CG-R82 needs to ensure we are able to support all drilling activity. This activity is very fluid and changes year to year based on contingencies, deployments, and EAD/ADOS opportunities. Just as it is important to ensure there is enough money to support Reserve training, it is equally important to ensure there isn’t a mass amount of unused funds at the end of the FY. Good stewardship of training funds means ensuring they’re reallocated in support of other training opportunities (i.e. additional ATPs, “C” schools, etc.). Historically, reservists use about 88-93% of their IDT/ADT, depending on voluntary and involuntary active duty opportunities. If reservists complete ADOS/EAD/Title 10/Title 14, the funding comes from a different pot of money and is not charged to the reserve appropriation. This situation frees up their training funding. If we can plan for what IDT/ADT will actually be used, we can maximize our reserve training budget and put the training funds where they are most beneficial. Not only will we not overspend, we potentially could have more funds to distribute for training later in the year.

Why is the field being burdened so much, and why do all requests/waivers need to go to HQ? Can’t RFRS/DXR staffs manage this?

The reserve training budget is managed and audited at the HQ level. Without oversight of which drills are entered/scheduled/approved in the system, the correct dollar amount cannot be set aside to fund each drill. Delegating this authority to the field would not alleviate this issue. The CG-R82 staff goes through every request/waiver to ensure funds are available to pay members. Just to be clear, this is neither a trust issue nor a desire to overly burden staffs, but rather a mechanism to ensure the reserve training appropriation is solvent. Due to COVID-19, we have

been very flexible with rescheduling requests and waivers. We understand the impacts that this is having, and we'll continue to monitor and respond to the needs of the field.

Why can't supervisors change scheduled IDT drills for their members?

In addition to the reasons addressed in Q2 above, the problem is the actual programming for DA. There would have to be code written for every individual supervisor. It would create too much churn and associated cost with supervisors transferring in and out of units and specific coding having to be developed each time.

How long will the DA lockdown last?

The lockdown will remain in effect for the foreseeable future. CG-R8 will determine at the beginning of each FY when this lockdown will occur. As has been the case every year, an ALCOAST will be released with this information in September.

This lockdown in DA had been planned for years. Unfortunately, the DA drill cap glitch and COVID-19 made this much more difficult than anticipated. I realize you would rather be dealing with training and qualifications at the local level and I appreciate your hard work and understanding

during this transition. I would also like to mention the devotion, dedication, and grit that CDR Bruno, LT Forni, and the rest of the CG-R82 staff have shown over the past few months trying to solve and answer everyone's questions and concerns. The turnaround time at the HQ level has been usually less than 48 hours. They are making every effort to ensure the field and reservists get what they need. Kudos to them developing, refining, and navigating this new process!

I'm a SELRES member who will soon be back to drilling this fall, so I feel everyone's pain and frustration, and I've instituted a series of best practices to make next year go much more smoothly. We welcome your feedback. For any recommendations or feedback, please e-mail the CG-R82 staff at HQS-DG-1st-CG-R8-DA-HardstopFeedback@uscg.mil. Keep up the great work and stay safe!

Sincerely,

Capt. Jennifer Travers
Chief, Office of Reserve Resources,
Readiness, and Analysis (CG-R8)

Special thanks to Mrs. Linda Robinson, Senior Chief Petty Officer Brad Clair, Chief Warrant Officer 4 Stacey Devlin, Lt. Jess Tull, and Capt. Steve Hill for reviewing and providing feedback from the field. I appreciate their input.

Coast Guard C4IT deploys Microsoft Teams as another step in Cloud strategy

Story by Lt. Caleb James

As the world around us continues to move toward more remote work options, the Coast Guard is modernizing the IT infrastructure for improved speed, reliability, accessibility, and security, through cloud technology to support the remote workforce movement. In response to COVID-19, CG Cyber recently leveraged Teams—a virtual collaboration environment downloaded to your personal mobile device—to prioritize safety and maximize effectiveness for drill weekends across the Coast Guard.

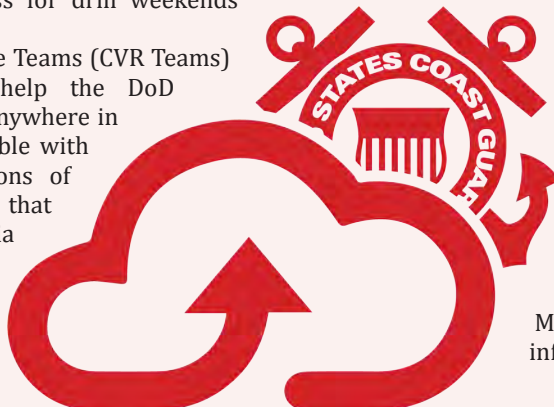
The Commercial Virtual Remote Teams (CVR Teams) environment was created to help the DoD community work remotely from anywhere in the world. CVR Teams is compatible with all commercially available versions of Microsoft Teams—meaning that members can message, meet via audio or video, and develop and share content.

The best way to ensure members receive their CVR sign-in credential is to ensure their “CAC email” matches your

uscg.mil email address. For help, email the Teams Help Desk at CGCyber-SMB-TeamsHelpDesk@uscg.mil.

CVR Teams was launched as a needs-based tool for COVID-19 response as a Bring-Your-Own-Device (BYOD) solution for remote workers. And it may be used alongside Outlook Web Access in a Virtual Desktop Interface (VDI) session—the most common remote connections for many reservists. But Teams can also be used on the Coast Guard network, and via the Coast Guard's Virtual Private Networks (VPN), in a web browser. This configuration reserves the Teams desktop app for Coast Guard-specific functionalities that are deploying to standard desktops as part of the Cloud strategy.

Enhancing Coast Guard telecommunications remains a high priority across all commands. Visit the Help Me Know Hub for virtual training and information about Microsoft Teams. ≈



Coronavirus Disease 2019

COVID-19

What you need to know to keep your family safe and healthy.

Did you know...

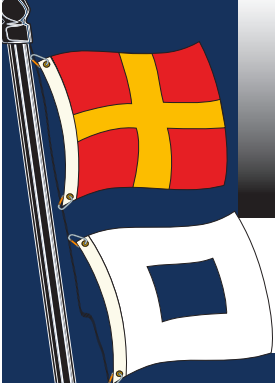
TRICARE Reserve Select (TRS) Beneficiaries Now Have Five Months to Reinstate Coverage*

- ✓ TRS coverage will be terminated if a beneficiary fails to pay premiums.
- ✓ TRS beneficiaries have five months after their last paid-through date to reinstate terminated coverage.
- ✓ All missed premiums must be paid to reinstate coverage.
- ✓ If TRS beneficiaries don't reinstate coverage within five months of termination, there is a 12-month lockout period before they can reapply for TRS coverage.

For more information, visit: www.TRICARE.mil/changes

*The period for TRS beneficiaries to reinstate coverage is extended from three months to five months during the COVID-19 pandemic. This extension policy is in effect until 90 days following the end of the declared State of Emergency, or until directed otherwise.





Coast Guard Reserve's 2 star admiral retires

By Rear Adm. Scott McKinley, USCGR, (ret.)

Editor's note: With the pandemic front and center during this retirement season, many retiring reservists find themselves unable to celebrate their send off from the service in the traditional way. We look forward to when we're able to honor that service, but until then, below is a farewell note from the senior-most officer of the Coast Guard Reserve, Rear Adm. Scott McKinley, who retired this summer:

Fellow Coast Guard Reservists,

I am glad to have one final opportunity to share some parting thoughts as I retire from the Coast Guard after over 33 years of service. It has been a privilege to have had the opportunity to serve among so many great people in the different units in which I have been assigned. In short, what I really want to say is thank you!

Thank you to the many people who have supported me, inspired me, provided mentorship over the past 33 years. Thank you to our entire Reserve workforce for standing the watch and striving to be ready to mobilize when your fellow citizens are in need. Thank you for working so hard to earn and maintain your skill sets that make you a valuable member of our Reserve.

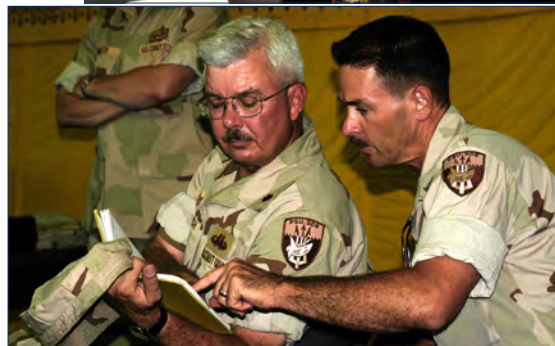
As I look back over the last three decades, I am most impressed with how well reservists have always been there when needed. We were always able to mobilize the right number of people with the right skill sets to maximize the ability of the Coast Guard to respond to contingencies and natural disasters, both at home and abroad. This is a huge accomplishment! Much of our success is due to the sound management of the Reserve component and incredible support from our fellow RPA corps. During the final few years of my service at Headquarters, I could sense that our active duty counterparts and senior leaders truly understood and appreciated the full value that the Reserve provides as a force multiplier in times of need.

We are so fortunate to have such a high caliber of personnel in our ranks. Their dedication to the mission, their professionalism, and their work ethic has been nothing short of outstanding! Never underestimate that. It has been a privilege and an honor to have been part of such a team.

As you go forward, I'd like to share two pieces of advice: for our junior personnel, don't limit yourself. Set your goals high and work hard to attain them; seek mentors along the way who can share their knowledge. For the more seasoned folks, don't think you're done once you've completed a project or even your career. Share your talent and help those behind you along the way. Seek out that person who seems unsure, and reenergize them!

Finally, I ask that you lend your full support to our leadership team at Headquarters, Master Chief Petty Officer of the Reserve George Williamson, our newest Reserve flag officer, Rear Adm. Miriam Lafferty and Rear Adm. Jim Kelly. They work hard as key advocates for our Reserve to our senior leaders. ≈

Farewell and Semper Paratus!



YNC eyes 50 years of service to the Coast Guard

Editor's note: I'm going to add here a quick note about our own Chief Petty Officer Joseph McGonagle, U.S. Coast Guard Reserve retired, whose name you've seen below the retiree lists for years now. A friend of his, Capt. Bob Marcotte let me know that Chief was approaching his 50th year of service to the Coast Guard, in various roles. His career is storied, as you can see in an autobiographical summary below:

On an early January day in 1971, Capt. Joe Dawley, commanding officer of the Coast Guard Cutter *Absecon*, put down his binoculars and asked the helmsman his age.

"I'll be 18 later this month, Captain," was the reply from Seaman Apprentice McGonagle.

The 311-foot cutter was making its way up the Chesapeake Bay to Baltimore.

Just a few months out of basic training in Cape May, New Jersey, the SA took turns blowing on each numbing hand to offset the cold filling the bridge from the starboard side.

"Keep both hands on the helm, son," ordered the captain. "You're taking us to the dock at the Curtis Bay shipyard."

The hands quickly became sweaty.

"You will never forget this lifetime experience. One day you will tell your grandchildren about it,"

Prophetic words from a reassuring Captain.

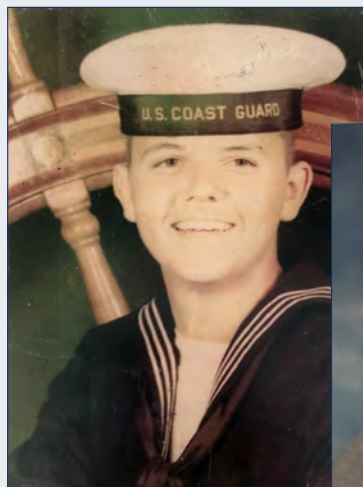
McGonagle's career would navigate another Virginia-based cutter, the 255-foot *Chautauqua* and the 378-foot Boston-based *Boutwell*.

His career ports-of-call included Nova Scotia, Newfoundland, England, Norway, Germany, France, and Guantanamo Bay. McGonagle continued his Coast Guard affiliation by serving in the Reserve, the last six years of which were in a non-paid billet. He was assigned to the *Exxon Valdez* oil spill in Alaska, served on the First District Reserve Policy board, was editor, and publisher of the First District Reserve Newsletter.

At dusk on his 60th birthday, the firing of the cannons on the U.S.S. *Constitution* heralded the twilight of Chief McGonagle's 43-year Coast Guard career. He walked into another cold wind, this time from the port side in Boston Harbor. He stepped into his retirement down the gangway of "Old Ironsides." Now his hands were warmed by those of his granddaughters on either side of him.

Yes, Capt. Dawley, they heard the helmsman sea story and others.

Capt. Marcotte, himself a retired Coast Guardsman as well, explained McGonagle's long history of service.



"Joe McGonagle's Coast Guard career and mine have intersected many times. We both enlisted in July 1970, within two days of each other. My first encounter occurred when I was stationed at Port Safety Station Boston as vessel movement officer, and Joe, a seaman, worked as my administrative assistant. We both left active duty and joined the Reserve in 1975.

We next served together when I was the CO of Reserve Unit Vessels Boston and by then Joe had become a yeoman. I retired in 1994, but it seems Joe was just getting started. He was promoted to chief in 1991 and went on to serve at Reserve Unit First District. After a period of time, in a non-pay status, he single-handedly oversaw the publication of the District's newsletter for several years.

Finally, on January 19, 2013, I was privileged to conduct Chief McGonagle's retirement ceremony on his 60th birthday, aboard the *Constitution* in Boston; but he still wasn't through. He volunteered as coordinator of the Reserve retirement list for Reservist and has been doing it ever since.

After decades of friendship, here in his 50th year of service to the United States Coast Guard, I'd like to give a heartfelt salute to YNC Joe McGonagle."

Thanks, Captain. We echo that sentiment, and offer our congratulations to Chief. Bravo Zulu! ≈

Capt. Garofolo retires after 30 years of service

Attended by many friends, shipmates, classmates and distinguished guests, Capt. John Garofolo hung up his uniform after more than 30 years of service to the Coast Guard Reserve.

The ceremony was presided over by Rear Adm. Dana Thomas, and the captain's wife Yelena and daughter Diana were both in attendance.

Almost half of Garofolo's service was on active duty, and at the ceremony, his work on his last tour at Headquarters was recognized when he received the Meritorious Service Medal. In turn, he presented his shipmates at the Office of Work-Life with the Meritorious Team Award.

The captain and his family retired to Southern California. BZ! ≈



Retirement List

RET-1 (with pay)

August 2016

CDR Tomas Kringel

February 2017

MK1 Gordon Karlgren

May 2019

BMC Charles Chase

July 2019

ME1 Eligha Whigham

October 2019

BM2 Bruce Hoar

November 2019

CAPT Michael Arnold
LCDR Sean Kelly
CWO Tommy Roman
BMCM Kurt Shoemaker
BMC John Hixenbaugh
BMC Jeffrey Schrider
HSC Phyllis Evans
IVC Scott McNamee

December 2019

BOSN4 Herman Kaiser
IVC Erik Allen
MKC Thomas Chatfield
MKC Michael Loeffler
MKC Perry Sutton
OSC Omar Beceiro
PSC Clinton Postlethwaite
YNC Cheryl Willis
MST1 Ruben Ortiz

OS1 John Rife
YN1 Wallace Montgomery
PS2 Bruce Barlow
MST3 Steven Choinski

January 2020

CDR Bruce Gaudette
CDR Ricky Hawkins
LT Charles Jones
LT Shawn McGlinchey
CWO Michael Cleary
GMC Martin Gell
MEC Stephen Wilder
MKC Clinton Beyer
MKC Michael Gulbranson
MSTC Naomi Broughton
MSTC Nicholas Calise
OSC Alan Hankh
ET1 Timothy Costner
IT1 Glenn Carpenter
MK1 Stanley Hayward
MK1 Matthew Kirchknopf
OS1 David Astemborski
OS1 James LeVerso
SK1 Sandra Myhre
YN1 Robert Harris
YN1 Melody Rodgers
BM2 Steve Gjefle

February 2020

CAPT George Petras
LCDR Frank McNiff
CWO Christopher Elg
DCCS Robert Kelmel

DCCS Robert Solis
YNCS Mary Strange
MSTC Hector Vargasmatos
ET1 James LoBianco
MK1 Gildardo Bustamante
BM2 Robert Bardio
BM3 Gregory Emde

March 2020

RADM Andrew McKinley
CAPT Richard McLoughlin
CAPT Maureen Steinhouse
CDR Robert Schoen
LCDR Jill Druskis
LCDR Gregory Gomel
ENG4 Matthew Bucala
CWO Andres Matthews
MECM Wayne North
MSTCS Randall Wagner
EMC Thomas Schneider
FSC Ellen Beardsley
MKC Stevie Yates
FS1 Mark McCormick
MK1 Douglas Thompson
MK1 Brian Williams
OS1 Laura Sauer-Bieraucourt
PS1 William Simpson
YN1 Vera Daniels
FS1 Mark McCormick
BM2 Randall Shields
IT2 John Jones
MK2 Alfred Dyer
SK2 Wayne Martin
FS3 Gregory Barnes

April 2020

CDR Barton Robinson
LCDR George Feid
CWO4 Brendan Dolan
MLES4 Randall Bucy
CWO2 Timothy Neary
BMCS Jon Ostrowski
IVCS Timothy Wood
BMC Kevin Connors
MKC Christopher Fiddes
SKC Christopher Kowitz
OSC Dana Trumann
FS1 Anna Solis
MST1 James Lester
ME1 Ralph Dilisio
BM1 Brian McCarrick
BM1 Mark Owens
MK2 John Rose
BM2 Kevin Carr
Brian Eckel

May 2020

CDR Phillip Miller
LCDR Kevin Lang
CWO3 Donald Rifkin
PACM Peter Capelotti
DCCM Michael LeDoux
MECS Steven Curry
DCC Derrick Kraft
ET1 Todd Schwartz
BM2 Michael White

RET-2 (without pay)

August 2019

BMC Ransford Vawters

November 2019

SKC Ray McLennan
BM2 Christopher Counsellor

December 2019

CDR Gregory Fuller
LCDR David Roberts
CWO Thor Villani
BMC Christopher Davis
BMC Alexander Rolf
DCC Theodore Reinker
EMC David Brogren
ITC Jerry Jones
IVC Randal McNary
MEC Ferdinand Tan
BM1 Jason Jablonski
DC1 Christian Anderson
YN1 Alexandria Moenning
HS2 Michael Petrosky
IV2 Patrick McCann III
ME2 Linden Hannon

January 2020

LCDR Heikki Laukkanen
LCDR Derek Perry
CWO Adelepe Oduye
CWO Glenn Seely
ISC Donald Trainer
MKC Harvey Inman
ET1 Daniel Lewis
MST1 Kevin Matthews
BM2 Dub Ballard

February 2020

CDR James Garland
LT Robert Caryle
CWO Mark Harvey
PACM Zachary Zubricki
ETCS Jeffrey Haynes
OSCS Donald Ross
BMC Trisha Bear
SKC Jose Rodriguez
DC1 Paul Hudson
ET1 Dennis Crawford
BM2 John Turin

March 2020

LCDR Christopher Villar
BMC David Bangit
HSC Daniel Estela
MEC Christopher Dixon
MKC Jason Dameron
ME1 Geoffrey Bennett
ME1 Michael Burns
ME1 James Hill
BM2 David Robinson
ME2 Richard Samuel

April 2020

CDR Christine Hodzic
LT Tonya Kelley
CWO William Baldwin
BMCS Michael Smith
BMC Jeffrey Alhanti
CSC Richard Malik
MEC Dan Danley
YNC Emma Marie Lenchanko
ME1 Malindes Robinson
MK1 Matthew Adamchak

MK1 David Peebles
MK1 Sean Purcell

May 2020

CDR Heather Osburn
CDR Oscar Rojas
ETCS Lance Barstow
BMC Nicholas Rumbaugh
ISC Carlos Villa Nueva
MKC Nathan Williamson
MSTC Andrew Lightbody
SKC Brian Zweir
YNC Joseph Relle
IV1 Paul Woolsey
ME1 David Buck
MST1 Holly Culver
YN1 Annette Hoody

— Compiled by
*YNC Joseph R. McGonagle,
USCGR (ret.)*

A Life Well Lived

Story and photos By Meliee Bridges

When Julia Byrom Whatley arrived on campus for Charter Day earlier this spring, she was quick to point out her lapel pins. “This moon pin was my original Tri Delta pin,” she says in her lilting Texas accent, pointing proudly to the pearl-adorned stars and crescent that serve as the international sorority’s initiation badge. “That was from 1942. And this one, the other little one,” she adds, displaying a pin that resembles layered triangles within the petals of a flower, “is my 50th Tri Delta anniversary.”

Born in Austin and raised in Georgetown, Whatley has much more than her Tri Delta membership to be proud of. Having earned her B.A. in English from Southwestern just shy of her 20th birthday, she enlisted in the Coast Guard Women’s Reserve soon after graduation, serving two years during the end of World War II.

Whatley’s father had served in the military in World War I, and she and her younger brother, James, were expected to follow in his footsteps. Whatley would choose the U.S. Coast Guard Women’s Reserve, or SPARS—the acronym derives from the Coast Guard’s Latin motto and English translation, *Semper Paratus* ‘Always Ready’—whereas Byrom would enlist in the U.S. Navy as soon as he graduated from Georgetown High School in 1944.

Whatley spent six weeks in basic training in Palm Beach, Florida, followed by four months of more specialized training as a yeoman, focusing on secretarial and clerical duties. She was assigned for 18 months to a post at Coast Guard headquarters in Washington, D.C., where she was promoted to petty officer 2nd class. But Whatley confirms that her role in the military was not so much engaging in war but rather providing support services for her male counterparts and their commanders—as the tagline on one SPARS recruitment poster touted, “Free a man for active duty!” She recalls once being asked, “Did you get a gun when you were in basic?” to which Whatley says she responded, “A gun? We had typing fingers!”

From studying and teaching abroad to a working retirement

The G.I. Bill allowed her to complete further coursework at SU, and after she and her husband, Calvin Whatley, married and spent several years as educators in Texas schools, the couple moved to Europe in 1958 to teach in France and Germany. After completing their careers in education back in the States in 1984, the pair retired to manage a 500-acre farm that used to belong to Calvin’s grandfather.



They devoted their time to managing the 500-acre farm in Falls County that had been in the Whatley family since 1874 and had been the couple’s residence since 1974. Whatley admits that farming is hard work, even with the “monstrous machines” in use today. But the couple were devoted to their efforts, planting live oaks, implementing conservation strategies, and even becoming caretakers of a cemetery a mile from their house.

Today, at 95 years young, she is still overseeing that farm (“we have 14 cows,” she clarifies, “[but] we used to have 70 or 80”), still drives a car, and still maintains her magnetic Southern charm and fiery spirit.

The Whatleys never had children—“I don’t think I could do that!” she exclaims—so she has handed off farming duties to “two good-looking bachelors.” Her beloved husband of 72 years passed away in February, but she is happily surrounded by loving neighbors, friends, and extended family. She still keeps in touch with many of her students, who help keep her young at heart and in mind.

“I don’t know why I’ve lived so long,” Whatley laughs, “but my cute husband and I, we just had a good time.... My husband and I have had the best life together.” ≈

Editor’s note: This is an excerpt of a story published on Southwestern University’s news site. To read the whole story in its original format, visit www.southwestern.edu.

ABOVE: Petty Officer 2nd Class Julia Byrom Whatley served in the Coast Guard Women’s Reserve for two years at the end of World War II before using her G.I. Bill to become a teacher.

RIGHT: Whatley spent six weeks in Coast Guard basic training in Palm Beach, Fla., followed by four months at yeoman A-school. She was assigned to Coast Guard Headquarters in Washington, D.C.



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RESERVIST MAGAZINE

A LIGHT ON YESTERYEAR



Photograph of Women's Reserve/SPAR chiefs in Cleveland during World War II. (U.S. Coast Guard)

Hail to the Chiefs! *100 years of Coast Guard chief petty officers*

By William H. Thiesen

In 1915, President Woodrow Wilson signed into law the establishment the United States Coast Guard, a new military agency comprised of the former U.S. Life-Saving Service and former U.S. Revenue Cutter Service. The merger was similar to a second founding of the service, combining two federal maritime agencies—one serving from the coast and other serving from the sea.

The modern Coast Guard had many growing pains to overcome. These included the structure of the enlisted chain of command between members of the two predecessor agencies. The service resolved the enlisted issue in 1920 when it adopted the U.S. Navy's enlisted and officer rank structure. On May 18, 1920, the 66th Congress passed legislation that blended the rank order between enlisted

men of the Life-Saving Service and Revenue Cutter Service.

The same day that Congress passed the legislation, the Coast Guard issued General Order 43. This order established the non-commissioned Coast Guard pay rate of chief petty officer. The first chief petty officers were advanced in 1920. Boat station keepers received the designation of chief boatswain's mate, with an "L" designator (BMC-L) for lifesaving. Senior enlisted boatswains on cutters received the simple designation of chief boatswain's mate (BMC) while chiefs in other ratings received designations specific to their branch.

The chief petty officer rate included three categories: Seaman Branch, Artificer Branch and Special Branch. The first branch included chief boatswain's mate, chief gunner's mate, and chief quartermaster. The second included chief machinist's mate, chief electrician, chief carpenter's mate, chief water tender and chief storekeeper. The third included chief commissary steward, chief yeoman



and chief pharmacist's mate. Within a year, the service issued new guidance, increasing the 11 original chief ratings to 18.

The chief rate's emblem is symbolized by a fouled anchor with a shield superimposed on its shank. The anchor represents stability and security reminding chiefs of their responsibility to keep those they serve out of harm's way. The symbol of the shield dates back to 1799, when Congress added the shield to the Revenue Cutter Service's ensign to distinguish its cutters from other naval vessels. The 13 stars and 13 stripes represent the original 13 states to ratify the Constitution. The chain symbolizes strength with each link representing the reliance of the Chief Petty Officer on others and to avoid being the weak link in the chain. The chain fouled around the anchor represents the "sailor's disgrace," reminding chiefs that there are times when events are beyond their control, but they must complete their duties nonetheless.

The chief's uniform was designed in the early 1920s, and it first appeared in the Coast Guard Uniform Regulations of 1922. The design was very similar to the Navy's chief uniform with the exception of the Coast Guard distinguishing mark—a shield one inch in height, on the arm midway between the wrist and elbow. Similar to Navy custom, Coast Guard chiefs initially wore khaki uniforms like commissioned officers. However, in 1972, Coast Guard Commandant Adm. Chester Bender introduced the "Bender Blues" uniforms to differentiate Coast Guard personnel from their Navy counterparts, and the khakis were retired.

When an enlisted person advances to chief, they don the white combination hat, also known as "The Hat." This white



African American Chief Boatswain George Pruden, who became the first minority chief in 1922 and the Officer-in-Charge of the Pea Island Lifesaving Station. (U.S. Coast Guard)

cover with anchor insignia over the brim has become the trademark of the Coast Guard chief. Since its introduction, this has become a distinctive symbol of the chief's authority.

It is unknown who was the first chief appointed in the Coast Guard in 1920, however, the first minority chief was African-American, Chief Petty Officer George Pruden, who advanced in 1922. The first Native-American chief, Chief Petty Officer Harold Quidgeon, and the first Hispanic-American chief, Chief Petty Officer Joseph Aviles, both advanced later in the 1920s. The first Asian-Pacific-Island-American chief was Chief Petty Officer Melvin Bell, who advanced in 1944. In 1942, enlisted women in the Women's Reserves, or SPARs, advanced to chief petty officer, but in 1977, Chief Petty Officer Connie Swaro became the first active-duty woman to make chief.

In the post-World War II economic boom, senior enlisted men could not advance beyond chief, and left the service to land well-paid jobs in the burgeoning economy. On May 20, 1958, President Dwight Eisenhower signed Public Law 85-422, establishing the rates of senior chief and master chief petty officer. This was intended to reverse the flight of these experienced chiefs to the civilian labor market. In 1969, the service also established the rate of Master Chief Petty Officer of the Coast Guard (MCPOCG), the senior-most enlisted position in the Coast Guard. In August 1969, Master Chief Petty Officer Charles Calhoun became the first MCPOCG.

Since 1920, chiefs have served many roles. These include teacher, parent, rating specialist and mentor. In the first years of the rate, chiefs accrued knowledge and skill from experience and on-the-job learning. In modern times, senior enlisted personnel have undergone training at every level before advancing to chief. In 1982, to add to chiefs' training and professionalization, the service established the Chief Petty Officer Academy at the Reserve Training Center in Yorktown, Va. In 1985, as part of a consolidation effort, the Academy was moved to Training Center Petaluma in Northern California. Today, all enlisted personnel advanced to chief must attend the CPOA.

Over the years, the Coast Guard chief has become a linchpin to the service, able to advise petty officers and commissioned officers in the chain of command. Many of these chiefs have been recognized as cutter namesakes, including Chief Petty Officer Alex Haley, MCPOCG Charles Calhoun, Chief Petty Officer John Midgett, and the dozens of chief namesakes of new fast response cutters. They are all honored members of the long blue line. ≈



Master Chief Petty Officer Charles Calhoun was the first Coast Guardsman advanced to the rate of Master Chief Petty Officer of the Coast Guard in 1969. (U.S. Coast Guard)

An excerpt from...

ALL PRESENT AND ACCOUNTED FOR

A novel by Capt. Steven J. Craig, USCGR, (ret.)

The birth of the Coast Guard Cutter *Jarvis* began in the shipyards at Avondale Shipyard in New Orleans, La., on September 9, 1970. Constructed of top-quality materials, the *Jarvis* was built in sections that were later welded together. At 378 feet, the ship would be one of the largest cutters in the Coast Guard fleet. The high-endurance cutters of the Hamilton class were able to carry enough food, water, fuel, and men for extended periods at sea. With the missions assigned, the capabilities were particularly important when carrying out lengthy fishery patrols in the north Pacific waters.

The *Jarvis* was one of twelve of the High Endurance class eventually built with the first commissioned in 1967. The High Endurance class of cutters missions would include long-range search and rescue, law enforcement, defense support and operations, and oceanographic research. Before the wide-spread commercial use of satellites, the *Jarvis* would also assist aircraft and ships with navigational and weather information. Late in the 1980s, the '378s' were significantly updated and remodeled to enhance their mission performance capabilities. One of the more notable physical changes was the strengthening of the flight deck to accommodate the newer, more massive Coast Guard helicopter. While the previous version of the ship would show six rectangular portholes on the side, the new would show five. This material change is one of the more apparent distinctions when viewing pictures of this class of ship to determine the original era of the vessel.

With two large Fairbanks-Morse diesel, 7,000 HP engines, the *Jarvis* could operate at a cruising speed of twenty knots. Operating at this cruising speed, the ship would have the capability of traveling ten-thousand nautical miles. Additionally, two Pratt and Whitney gas turbine 36,000 HP engines, similar to those used on Boeing 707 airplanes, could also power the *Jarvis*. Operation of the gas turbine engines would be for special rescue missions where a faster response time would be required. The diesel and gas turbine engines could not be used together.

On April 24, 1971, the Coast Guard's newest ship, the Coast Guard Cutter *Jarvis*, was officially launched from the shipyard in New Orleans. Not yet complete, the ship was then towed within the shipyard where she was to be dressed and outfitted before her first sailing later in December.

Later, on August 4, 1972, the *Jarvis* crewmen spent the early afternoon shining their shoes, squaring away their white uniforms, and lastly, donning their flat hats (also referred to as 'Donald Duck' hats) for the official ceremony. Petty Officers Loftin and Berry ascended to the flying bridge, where they proceeded to hoist the Coast Guard ensign (flag). The halyard line bounded the ensign; Petty Officer Loftin pulled the line, and the Coast Guard ensign unfurled. As Loftin recalls, "There I was in a historic moment and thrilled to pull on that halyard."

At 4:30 p.m., Coast Guard Cutter *Jarvis* became the first Coast Guard vessel to be commissioned in Hawaii.

Toward the end of August, a new assignment was passed to the CGC *Jarvis*: Alaska Patrol. Here she would provide for law

enforcement, fisheries treaty enforcement, and ocean study along the Aleutians and the Bering Sea. For the next couple of months, routine patrols would take place with an occasional SAR case. It was toward the end of this period, that word came down that a visit to Alaska's largest city would take place, the city of Anchorage.

Loftin and Sandors, along with Petty Officers Tom Looney, Raymond Beaver, and 'NOLA' Eaton, immediately went to work on the details. Scaling up the masts, the men attached flags and pennants and snapped them to the cables in proper order. Strapped high up in the relatively calm, but freezing breeze, the temperature felt like thirty below to the men as they worked feverishly to complete the difficult work. Despite the conditions though, all was completed by the time *Jarvis* set the 'special sea detail' for anchoring.

The ship made its grand entrance to Anchorage, much to the delight of the local population. As Loftin would later state: "The willingness of these shipmates to take on and complete a tough job is a testament to the character of the *Jarvis* crew." With the ship tied to the wharf, the next few days were spent entertaining special VIP guests

and hosting an open house for the community to assist with local Coast Guard recruiting efforts in the area.

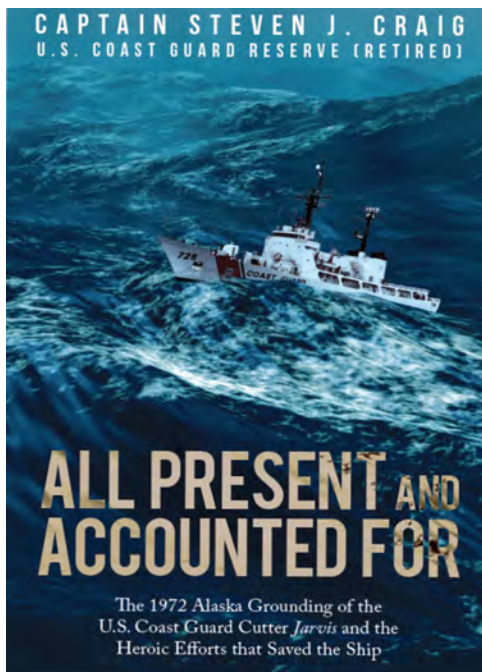
On November 6, *Jarvis* departed Anchorage to resume fishery patrols. Shortly after that, the ship stopped in Dutch Harbor for shelter from an approaching storm. It was here that *Jarvis*'s troubles began.

Approaching Dutch Harbor, the ship was soon struck by severe weather. Working conditions outside were extreme; wind gusts up to seventy miles per hour, freezing rain and snow, even lightning. Combined with the severe sea swells, walking on the icy deck surface was slippery and hazardous. BMC Stanczyk, in charge of the anchor detail, was having difficulties outside trying to observe the anchor chain and communicate on the phone with his crewman, BM3 Larson. The roar of the sea, combined with the howling wind and rain, was deafening. The chief could not adequately determine if the anchor was dragging; the chain was covered in mud, disguising the markings.

The Commanding Officer commenced backing with a two-thirds astern on both shafts as soon as he observed the anchor was in sight, intending to steer the ship away from its forward anchor chain. It was during this maneuvering that a particularly strong wind gust of seventy mph struck the port side of the *Jarvis*, driving her dangerously close to the reef. Sonar Technician Third Class Mike Large was on the outside deck when he observed how close the ship was to the coastline and immediately ran to press the General Alarm. Before he reached the alarm, however, General Quarters sounded.

The *Jarvis* had run aground.

This was an excerpt of a book on the adventures of the crew of the Jarvis by retired reservist, Capt. Steven J. Craig. Pick up where we left off in his book, "All Present and Accounted For."



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The Base Honolulu senior enlisted reserve advisor (SERA), Senior Chief Petty Officer Tad N. Tucker was given his final oath of enlistment by his commander, Capt. Travis J. Rasmussen. Tucker, a reservist for the last 22 years, reenlisted for eight more years, and chose a special place for his last reenlistment ceremony. The senior chief, his CO, and the photographer, Capt. Jack Laufer, USCGR (ret.), who recruited Tucker more than two decades ago, paddled one-man outrigger canoes to Moku Nui, a small offshore Hawaiian island for the ceremony. (From left, Capt. Travis Rasmussen, and Senior Chief Petty Officer Tad Tucker in yellow.)



BZ, Hawes family!

A double advancement for a Coast Guard family! Petty Officer 1st Class Kiah Hawes, a reservist assigned to PSU 313, and Petty Officer 1st Class Bryson Hawes, an active duty member assigned to ESD Port Angeles, were both advanced in a joint ceremony Monday, June 1. Pictured with the petty officers is their three-month-old son, Kyson.



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Newly-minted Chief Petty Officer Amanda Honor received her anchors June 13, surrounded by friends, family, and a slew of female reserve chiefs representing the Sector/Air Station Corpus Christi Chiefs' Mess.

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ACHIEVEMENTS



In November 2019, Petty Officer 2nd Class Anthony Hill was advanced, shown here with his fiancée and Cmdr. Todd Boze.



In February 2020, Petty Officer 1st Class Hunter Cates was advanced, shown here with his family.



Petty Officer 1st Class Timothy Wymer of Sector Field Office Grand Haven who was advanced to SK1.



Reserve members of Station St. Inigoes, Md., along with guests, Cmdr. Alexandra Cherry and the silver badge for Sector Maryland/National Capital Region, Master Chief Petty Officer Allen Garneau, joined Petty Officer 2nd Class Elisabeth Washington in celebrating her recent advancement.



In February 2020, Petty Officer 1st Class Jonathan Dunham received his new collar devices from his family, shown with Petty Officer 1st Class Kenneth Lann.

Chief Warrant Officer 2 Charles Hauswirth was promoted in April, and took the oath of office from Lt. Kyle Higgins in Everett, Wash., on a 32-foot transportable port security boat.



Chief Warrant Officer 2 Korrena Jennings was promoted in April, and took the oath of office from Lt. Kyle Higgins in Port Angeles, Wash.

Chief Warrant Officer 2 Chris Leibrant received his shoulder boards in April in a ceremony with his family.



Petty Officer 1st Class Johan Ulloa of Station St. Inigoes, Md., was presented with the Commandant's Letter of Commendation for augmenting Customs and Border Patrol operations on the southern border during the summer of 2019.

During Sector Upper Mississippi River's annual combined active duty and reserve all-hands, Petty Officer 1st Class Brandon Rice was advanced. Pictured with Rice are his parents, his fiancée, and the sector commander, Capt. Scott Stoermer. Picture courtesy of Petty Officer 2nd Class Monika Spies.





Reservists at Coast Guard Cyber Command held a virtual promotion ceremony for Lt. j.g. Joshua Moss. Cmdr. William Kintz, the senior reserve officer of Coast Guard Cyber Command, administers the oath of office...

Photo courtesy of the CGCYBER Ombudsman, Amber Kintz



... to Lt. j.g. Joshua Moss during his virtual promotion ceremony.

Photo courtesy of Eric Gehman.

REUNIONS

PSU 303

PSU 303 made history in September 1990 when it became the first PSU to mobilize and deploy under Title 10 authority, and we're holding a reunion to mark the 30th year of our historic deployment to Desert Storm, Sunday, Sept. 20, in Milwaukee. The event is also open to all members who served with PSU 303 before the deployment or as a member of 303 Bravo, which was the relief contingent. For more information, contact Master Chief Petty Officer Pete Vickerman USCGR (ret.) at psu303reunion@frontier.com.



PSU 301

The 30th anniversary reunion for PSU 301 (A) will be held in Buffalo, N.Y., Sept. 26, from 4 p.m. to 10 p.m. at Solé At Woodlawn Beach (3580 Lakeshore Road, Blasdell, NY, 14219), about 10 miles from downtown Buffalo.

Spouses and significant others welcome! To RSVP or request more information, contact Jim Cudney, (702-803-0680) or Bruce Bruni (716-572-4476). All suggestions appreciated and welcome.

Hope to see you in September!



The First Coast Guard District held a Reserve Leadership Drill Weekend Feb. 8-9, and hosted many guests, including senior enlisted reserve advisors, senior reserve officers, gold and silver badges, District and Base Cape Cod, Mass., personnel and Reserve Program Administrators (RPAs). The weekend included programs relating to implementation of the First District commander's direction for reserve management, workshops on identifying and solving challenges within the Reserve component, and an early celebration of Reserve's 79th birthday led by Rear Adm. Andrew Tionson. Photos courtesy of Lt. Darnell Talbert, from the First District Reserve Force Readiness Staff.

AWARDS

Editor's note: Send your unit's names and awards (no citation needed) to TheReservist@uscg.mil.



**Coast Guard
Commendation Medal**
SKC Jenny Bone
BMC Patrick Davis
YN1 Benaia Stowell
BM2 Anthony Wallace



**Navy
Commendation Medal**
CDR Rebecca Albert



**Korea Defense
Service Medal**
OS1 Kenneth Lann



**Coast Guard
Achievement Medal**
BM1 Steven Bamberski
BM2 Harry Pinti



**Commandant's
Letter of Commendation Ribbon**
MEC David Krikorian
BM1 Johan Ulloa
ME1 Jason Holland
YN1 Angela Vinson

ME2 Katherin DeCastro
MST2 Alexandra Chapman
MK2 Taurean Cooper
ME2 Stanley Andriski



**Joint
Meritorious Unit Award**
CAPT Ron Catudal
CAPT Michael Vaughn
CAPT Michael Ruwe
CAPT Alan Tubbs
CAPT Frank Schaefer
CDR James Fitzgerald
CDR Christopher Anderson
CDR Christopher Bruno
CDR Rebecca Albert
CDR Bryan Moore
CDR Robert Bisang
CDR Jennifer Loth
CDR Timothy Pasek
LCDR Scott Gondeck
LCDR Jarrett Bleacher
LCDR Jeffrey Lamont
LCDR Jessica Grooms
LCDR Frederick Merritt
LCDR Casey Johnson
LCDR Kevin Fernandez
LCDR Julie Nussberger
LT Andrew Fiddes
SKC Tammy Shield-Rice
YN2 Amanda Houck



**Coast Guard
Meritorious Team Commendation**
LT Genevieve Rich
LTJG Cavan Dunn
MEC Andrew Lieberwirth
MEC David Rice
MEC Paul Slavik
MEC David Krikorian
ME1 William Marsh
GM1 Matthew Hansbury
ME2 John Calogero
ME2 Tyler Briffett
ME2 Carlos Garza
ME2 Kyle Gorham
ME2 Stephen Kamb
ME3 Stanley Andriski
ME3 Nicholas Karangekis



Reserve Good Conduct Medal
MK1 Joseph Dannon
YN1 Angela Vinson
BM3 Meghan Peterson



Boat Forces Operations Insignia
MK1 Joseph Dannon
YN1 Angela Vinson
BM3 Meghan Peterson



Chief Petty Officer Jenny Bone receives her Commendation Medal from Mr. Chris Scraba (D5 dm Division Chief) for her five-year tour, including 180 days of active duty.

Photo taken by Lt. Cmdr. Jennifer Wong-Reiss



Petty Officer 1st Class Benaia Stowell, pictured with his wife, Diana, of Sector Corpus Christi, Texas, received a Coast Guard Commendation Medal in recognition of the life-saving efforts he took to aid a kite-surfer in distress in May 2019.



Chief Warrant Officer 3 Jason Fealy, the commanding officer of Coast Guard Station Mayport, presents reservist Petty Officer 1st Class Angela Vinson with the Commandant's Letter of Commendation Ribbon after her selection as the Sector Jacksonville Reserve Enlisted Person of the Year. Vinson has been assisting the station with administrative competencies and readiness.

Capt. Eleanor L'Ecuyer, USCGR, 97, of Sun City Center, Fla., died Feb. 5, 2020.

The captain was born in Boston, the oldest of three daughters. She enlisted in the Coast Guard Reserve in 1944 and worked as a pharmacist's mate in Port Angeles, Wash. She was honorably discharged in 1946. After graduating law school, she was given a direct commission in the Coast Guard (the first female to have this distinction) and as a lieutenant, received active duty orders to Washington, D.C. She retired in 1971 at the rank of captain, the highest rank women could hold at that time.



Among her many accomplishments was contacting Academy-award winning costume designer Edith Head to overhaul the design of the female Coast Guard military uniform. Using her background in law, the captain challenged policies that limited the work female servicemembers could do, including one that viewed pregnancy as grounds for discharging women from the service. She advocated for co-location of active duty spouses. She was influential in establishing the Women in Military Service for America Memorial at Arlington Cemetery.

Capt. L'Ecuyer became a leader in her local community in Sun City, establishing a travel club, and she continued to advocate for women's rights well into her retirement.

Thank you, ma'am, for your invaluable contribution to the service.

Capt. Roger Pike, USCGR, 78, passed away June 20, 2020, in High Point, N.C.

He was born in Greensboro, N.C. to H. Colon and Esther Pike. He graduated with his bachelors degree from High Point University and his masters degree from Appalachian State University, later serving on High Point University's board of visitors.



Capt. Pike entered the Coast Guard in 1966 and was commissioned as an ensign at Officer Candidate School in Yorktown, Va., beginning a 25-year career. He would serve tours in North Carolina, New York, and Seattle, finally retiring in 1991 from Coast Guard Headquarters in Washington, D.C.

Retirement took the Pikes to communities in Williamsburg, Va., and Seattle, as well as long rentals in Europe, before finally settling in North Carolina again in 2014. He is survived by his wife and best friend of 55 years, Edna Hilliard Pike, originally of Kernersville, as well as his niece, Dr. Patty Hilliard Clayton (Kevin) and nephew Gray Hilliard (Georgina).

In keeping with his wishes, there will be no public funeral or memorial service. He will be deeply missed by his family.

Petty Officer 2nd Class Arik Knapp, USCGR, 31, passed away following a car accident Feb. 3, 2020, in Washington, D.C. He was born Sept. 20, 1988, in Fort Collins, Colo. He achieved the rank of Eagle Scout in 2005, and graduated from high school in Harrisonburg, Va., in 2006.



He was deeply loved and will be profoundly missed by his surviving family; wife, Meg and daughter, Claire, his parents, Kristin and Tom; siblings Emily and Michael.

Petty Officer Knapp was in the Coast Guard for 10 years, serving in Boston, Norfolk, Puerto Rico, Juneau, and, most recently, Sector Delaware Bay. He completed a degree in cybersecurity from University of Maryland, he began a job as a cyber security project manager. He will be deeply missed by all.

of 1958, and retired from the Coast Guard Reserve after serving for over 32 years, most of that time on the Ohio River.

He was predeceased by his parents George and Essie Catherine VanDyke and sister Sue Byers. Left to cherish his memory is his loving and devoted wife of 54 years Jean (nee Hill) VanDyke, daughters Laurie Kelly (Chris), Stacie Buren (Mike), grandchildren: Emma, Owen, Hollie Buren, brother A. Ronald VanDyke (Pam), sister Martha VanDyke, and many nieces, nephews and cousins.

He will be missed by his friends and family.

Master Chief Petty Officer Lurty C. Houff, Jr., USCGR, 87 of Casanova, Va., passed away April 29, 2020. Lurty was born in Washington D.C. June 8, 1932 to Lurty and Margurite Houff.

He is survived by his sister, Louise Rooney, and his three children: Debbie Ritchie (Tom), Larry Houff (Gina), and Trudy Graefe (Tim), his nine grandchildren and 14 great grandchildren. He is preceded in death by his wife of almost 65 years, Mary Lou, and his parents.

Master Chief Lurty joined the Coast Guard Reserve in January of 1951, and continued to serve for 41 years, retiring as a command master chief. He served under three captains of Reserve Group Baltimore.

Fair winds and following seas, Master Chief.

Master Chief Petty Officer Thomas Ray VanDyke, USCGR, 79, passed away Feb. 20, 2020. He was born June 9, 1940 in Louisville, K.Y. He was an Eagle Scout, graduate of Manual High School Class

PARTING SHOTS



Rear Adm. Matthew Sibley (center), is promoted to rear admiral (upper half) by his spouse, Mrs. Margaret Sibley (right), and Mrs. Heather Salls spouse of Command Master Chief Charlie Salls, prior to the change of command ceremony at U.S. Coast Guard Base Honolulu, June 23. Rear Adm. Sibley assumed responsibility as commander, Coast Guard 14th District.

Photo by Petty Officer 3rd Class
Benjamin Berkow

The Coast Guard Cutter *Vigilant* crew seized a total of 122 bales of cocaine in back-to-back interdictions of go-fast vessels just off the coast of Limon, Costa Rica, June 15. The fight against drug cartels in the Caribbean Sea requires unity of effort in all phases from detection, monitoring, and interdictions, to criminal prosecutions by international partners and U.S. Attorney's Offices in districts across the nation.

U.S. Coast Guard photo



A Coast Guard rescue swimmer assists 10 people from a sinking 30-foot vessel to a Good Samaritan's vessel in Grand Traverse Bay, Traverse City, Mich., Jun. 19. The vessel completely sank in about 250 feet of water.

U.S. Coast Guard Photo

Andy Washington, a WWII Coast Guard veteran, was presented with a Coast Guard flag by Capt. Michael Paradise, commanding officer of Coast Guard Base New Orleans, at a 100th birthday celebration in New Orleans, June 27. Washington was honored with a parade of vehicles organized by friends and family.

Photo by Petty Officer 3rd Class
Sydney Phoenix



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